



ORANGE COUNTY COUNCIL OF GOVERNMENTS Technical Advisory Committee

Meeting Date / Location

Tuesday, June 7, 2022
9:30 A.M. – 12:00 P.M.

Meeting Link:

https://teams.microsoft.com//meetup-join/19%3ameeting\_NmY4N2FmNTQtODk4MC00ZGIZLWEyYzItNjU2ODZmMDNiMml2%40thead.v2/0?context=%7b%22Tid%22%3a%2247feb367-af81-4519-94d7-caab1dfa1872%22%2c%22Oid%22%3a%22a2e04a02-2df2-4f7f-8724-377325b47e13%22%7d

Or call in (audio only)

+1 949-522-6403,,650103999# United States, Irvine
Phone Conference ID: 650 103 999#

Agenda Item

Staff

Page

INTRODUCTIONS

(Chair Equina, City of Irvine)

PUBLIC COMMENTS

(Chair Equina)

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not include what action will be taken. The Technical Advisory Committee may take any action which it deems appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

At this time members of the public may address the TAC regarding any items within the subject matter jurisdiction, which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.
Any person wishing to address the TAC on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the TAC Chair prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the TAC in writing and only pertinent points presented orally. A speaker's comments shall be limited to three minutes.

ADMINISTRATION

- 1. OCCOG TAC Meeting Minutes (Chair Equina) TAC 3
Draft OCCOG TAC minutes for the May 3, 2022 meeting
Recommended Action: Approve OCCOG TAC minutes for the May 3, 2022 meeting, as presented or amended

**PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS**

- |    |   |   |        |
|----|---|---|--------|
| 2. | <p><b>Center of Demographic and Research (CDR) Update</b></p> <ul style="list-style-type: none"> <li>• 2022 Orange County Projections- Projections Data Review</li> <li>• 2021 Housing Inventory System (HIS) Data Collection</li> <li>• 2020 Census Count Question Resolution Program (CQR)</li> <li>• Orange County Data Acquisition Partnership (OCDAP) &amp; OC GIS User Group</li> </ul> <p><u>Recommended Action:</u> Receive report.</p> | <p>(Deborah Diep, Director of Center for Demographic Research (CDR))<br/>10 minutes</p> | TAC 8  |
| 3. | <p><b>SCAG Draft Growth Forecast</b></p> <p><u>Recommended Action:</u> Receive report.</p>  | <p>(Kevin Kane, SCAG) – 60 minutes</p>  | TAC 14 |
| 4. | <p><b>Legislative Update</b></p> <p><u>Recommended Action:</u> Receive report.</p>  | <p>(Wendy Strack) 15 minutes</p>  | TAC 38 |
| 5. | <p><b>REAP Update</b></p> <p><u>Recommended Action:</u> Receive report.</p>   | <p>(Executive Director Primmer) 30 minutes</p>  |        |

**REPORT FROM CHAIR/VICE CHAIR**

**REPORT FROM THE OCCOG EXECUTIVE DIRECTOR**

**MATTERS FROM OCCOG TAC MEMBERS**

**ANNOUNCEMENTS FROM NON-MEMBERS**

**ITEMS FOR NEXT MEETING**

**IMPORTANT DATES OR UPCOMING EVENTS**

- June 15<sup>th</sup> from 2:00-4:00 pm - OCCOG Geospatial Solutions Training Session #4
- June 15<sup>th</sup> – 2022 Orange County Projections- Projections Data Review due to CDR

**Adjourn to: JULY 12, 2022**



## AGENDA ITEM # 1

## Minutes

### Draft Action Minutes

The Orange County Council of Governments Technical Advisory Committee (OCCOG TAC) meeting of May 3, 2022, was called to order at 9:30 am by Chair Justin Equina, City of Irvine. The meeting was held through video and telephone conferencing.

### PUBLIC COMMENT:

There were no public comments at this time.

### ADMINISTRATION

#### 1. OCCOG TAC Meeting Minutes

There were no changes proposed to the minutes. Melanie McCann, City of Santa Ana, made a motion to approve the OCCOG TAC meeting minutes of April 5, 2022. Belinda Deines, City of Dana Point seconded the motion and the minutes were unanimously approved by the TAC.

### PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

#### 2. CDR Updates

CDR Director, Deborah Diep, provided an update on the 2021 HIS Data Collection, 2022 OCP Data Review, 2020 Census Products, OCDAP, and the draft growth forecast.

#### 2021 Housing Inventory System (HIS) Data Collection

The 2021 data and verification work forms have been sent to jurisdictions and are due back on May 27<sup>th</sup>.

The DOF released their E5 January 1 estimates containing Population and Housing Units for Census 2020 and the January 1, 2021 and 2022 Population and Housing by type. TAC members are encouraged to look at the file as the numbers have changed.

#### 2022 Orange County Projections- Projections Data Review

Comments and corrections to the draft OCP-2022 TAZ data are to be submitted to CDR at [ddiep@fullerton.edu](mailto:ddiep@fullerton.edu) by June 15, 2022.



### **2020 Census Products**

The U.S. Census Bureau announced revised release dates for the next set of 2020 Census data products, starting with the release of the Demographic Profile and the Demographic and Housing Characteristics File (DHC) in May 2023.

### **Orange County Data Acquisition Partnership (OCDAP) & OC GIS User Group**

OCDAP Cycle 2 for the term of ~ July 2022-June 2024 is under development with the County of Orange taking over as lead agency from SCAG. Estimated costs for Cycle 2 will be shared once available. Cycle 2 imagery is planned to be collected in summer 2022.

For interest in Cycle 2 participation, please contact Deborah Diep, CDR [ddiep@fullerton.edu](mailto:ddiep@fullerton.edu) to be added to the interest list. OCDAP website: <http://www.fullerton.edu/cdr/OCDAP/index.aspx>

### **3. SCAG – Growth Forecast**

Sarah Jepson and Kevin Kane from SCAG, provided an update on the Connect SoCal 2024 Preliminary Growth Forecast Methodology. Later this month, SCAG will provide the data sets to each jurisdiction and instructions for providing input to reflect local context and factors. SCAG will release the data after the May 19<sup>th</sup>, Technical Working Group meeting.

### **4. REAP OCS Bench and TOs**

Hitta Mosesman on behalf of ULI shared the SCAG REAP survey results, which determined where assistance is need in preparing Housing Elements and rezoning. Based on the survey results, the first Technical Assistance Panel will be on Site Inventory and Identification for Zoning Updates.

### **5. SCE Charge Ready**

SCE presented on the Charge Ready New Construction Rebate. The program targets multifamily residential developers to install electric vehicle (EV) chargers to allow tenants to charge their EVs. The program offers a rebate to eligible participants, to offset some or all the cost of buying and installing approved EV charging stations.

### **6. OCCOG Strategic Plan**

Executive Director Primmer provided an overview of the existing and future services available to OCCOG through REAP, including:

- Geospatial support by WSP and ESRI
- Video series. Video #8 regarding AB 1398 will be released in a few days
- ADU toolkit and best practices led by Baird and Driscoll



- Model ordinances for housing legislation led by Baird and Driscoll
- ULI expert services and peer review

In addition, OCCOG completed the on-call services contract procurement. Six consultants will be made available to OCCOG jurisdictions once contracts are finalized in the next coming weeks.

## 7. Legislative Update

Chair Equina provided a brief overview of the legislative update that took place at last month's OCCOG's Board Meeting. AB 1976 is facing significant opposition and the bill will not be moving forward this year. Assembly Member Santiago who introduced the bill has decided to hold the bill in the Assembly Housing and Community Development Committee.

### **REPORT FROM CHAIR/VICE CHAIR**

There were no items to report from the Chair/Vice Chair.

### **THE EXECUTIVE DIRECTOR**

There were no items to report from the Executive Director

### **MATTERS FROM OCCOG TAC MEMBERS**

There were no items to report from OCCOG TAC Members.

### **ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS**

There were no items to report from non-OCCOG TAC Members.

### **ITEMS FOR NEXT MEETING**

There were no items for next meeting.

### **IMPORTANT DATES OR UPCOMING EVENTS**

Two important dates were shared with the TAC:

- May 5th and 6th – SCAG General Assembly; and
- May 19th from 10:00 am – 12:00 pm – SCAG Technical Working Group



**ADJOURNMENT**

The meeting was adjourned by Chair Equina until Tuesday, June 7, 2022, via video and teleconferencing.

Submitted by:

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Justin Equina, City of Irvine  
OCCOG TAC Chair

**Attendees:**

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<b>Name</b>	<b>Agency</b>
Belinda Deines	Dana Point
Benjamin Zdeba	Newport Beach
Brian James	Fountain Valley
Chad Ortlieb	Orange
Charles Guiam	Anaheim
Chris Chung	Garden Grove
Chris Wright	San Clemente
David Lopez	La Habra
Deborah Diep	CDR
Derek Bingham	Rancho Santa Margarita
Erica Demkowicz	Tustin
Erich List	Laguna Niguel
Estefany Franco	
Jay Wu	Laguna Hills
Jennifer Ash	Stanton
Jennifer Mansur	Lake Forest
Jennifer Savage	San Clemente
Jennifer Ward	OCBC
Jimmy Dao	Brea
Joanna Chang	County of Orange
Jonathan Hughes	SCAG
Juan Arauz	Brea
Justin Arios	Costa Mesa
Maribeth Tinio	Fullerton
Marika Poynter	Irvine
Matt Jenkins	Fountain Valley



## Technical Advisory Committee June 7, 2022

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Orange County Council of Governments

Melanie McCann	Santa Ana
Minoo Ashabi	Costa Mesa
Nate Farnsworth	Yorba Linda
Nicolle Aube	Huntington Beach
Paige Montojo	Stanton
Ricardo Soto	Santa Ana
Roland Ok	SCAG
Ron Santos	Lake Forest
Rose Rivera	Aliso Viejo
Roy Ramsland	La Habra
Ruby Zaman	CDR
Sam Hiebert	Placentia
Scott Hutter	La Palma
So Kim	
Steve Dague	Yorba Linda
Swati Meshram	Buena Park
Tom Oliver	Los Alamitos
Travis Wellis	Stanton
Virginia Gomez	TCA
Warren Whiteaker	OCTA
Wendy Starks	Rancho Santa Margarita



## AGENDA ITEM # 2 Center for Demographic Research (CDR) Updates

### STAFF RECOMMENDATION

Receive reports and discussion.

#### 1. 2022 Orange County Projections- Projections Data Review

**Comments and corrections to the draft OCP-2022 TAZ data are to be submitted to CDR at [ddiep@fullerton.edu](mailto:ddiep@fullerton.edu) by June 15, 2022** (deadline extended from May 27).

CDR distributed an email to OC jurisdictions on May 19, 2022 with an updated reference map and Excel dataset with both SCAG's draft policy growth forecast and draft OCP-2022 (original from February 2022) at the OCTAM TAZ/SCAG Tier 2 TAZ split by 2021 jurisdiction (higher geographic level than draft OCP-2022). Jurisdictions are strongly encouraged to review and consider SCAG's draft forecast while making their final updates to the draft OCP-2022.

- OCP-2022 TAZ data review packets were distributed in early March 2022.
- In March 2022, CDR and SCAG staff met with all 35 Orange County jurisdictions to review the requested growth data.
- OCP-2022 feedback to CDR is now due June 15, 2022.
- December 2, 2022 is the deadline for the SCAG geographic data and local input survey.
- CDR will aggregate all the local input and take the final draft OCP-2022 through the approval process this summer: CDR TAC, CDR MOC, OCCOG TAC & OCCOG Board to meet SCAG's December 2 deadline for local input.

Follow up and additional tips from OCP meetings:

#### 1. **ORIGINAL DRAFT OCP EXCEL FILE (February 2022) TIPS ON REPORTING HOUSING**

**GROWTH:** There are four categories of housing growth that are considered unique. Any housing project or housing growth should be included in only one housing growth category and not duplicated in others, e.g., leave existing ADU growth projected in OCP-2018 but add additional, new ADU growth into the "Additional ADU Growth" category.

1. Adjusted Growth from OCP-2018
  2. Additional Capacity from Rezoning
  3. SB 9 Growth
  4. Additional ADU Growth
2. If housing element rezone sites are projected to be redeveloped and some or all employment on site would be replaced with housing; employment growth could be negative for that TAZ.
  3. Updated OCP-2022 Excel files with the minimum redistribution of three new types of housing growth were sent at the beginning of March.
  4. Include information on hotels/motels that have been or will be permanently converted to housing for Project HomeKey. This would change employment and housing numbers. Permanent conversions would also be reported to CDR for HIS.
  5. Don't zero out the housing growth.





6. SCAG emailed a letter to jurisdictions announcing the full kickoff of their Local Data Exchange program with the release of their draft 2024 RTP/SCS/Connect SoCal policy growth forecast on May 23. Jurisdictions are strongly encouraged to review and consider SCAG's draft forecast while making their final updates to the draft OCP-2022.
7. Once OCP goes through the approval process, it will be transmitted to SCAG on behalf of local jurisdictions for use in the 2024 RTP/SCS/Connect SoCal 2024. There is no guarantee SCAG will use the local data without changes. Copies of the final OCP-2022 will be provided to each jurisdiction after final approval for their files.
8. SCAG's Toolbox Tuesday RDP & Local Data Exchange March 15, 2022 direct recording link [https://www.youtube.com/watch?v=B\\_yJ3jVG5oI](https://www.youtube.com/watch?v=B_yJ3jVG5oI) (1:22 hours)
9. SCAG's Toolbox Tuesday materials & records
  - a. <https://scag.ca.gov/toolbox-tuesday-online-training-materials>
10. SCAG data layers: three multi-benefit asset maps and the associated 10 individual input layers were added to LDX on May 23, 2022. Jurisdictions can request individual layers for their jurisdiction by emailing [LIST@scag.ca.gov](mailto:LIST@scag.ca.gov).
11. SCAG data: Jurisdictions are strongly encouraged to review the following data and provide SCAG input by the December 2, 2022 deadline:
  - a. 2019 Existing Land Use (original & SCAG's standardized classifications)
  - b. General Plan land use (original & SCAG's standardized classifications)
  - c. Zoning (original & SCAG's standardized classifications)
  - d. Entitlements- CDR encourages jurisdictions to submit any entitlements within your jurisdiction in order to ensure entitled growth for the projects submitted are not redistributed to other areas within your jurisdiction or to other areas within the county.
  - e. Neighborhood Mobility Areas (NMAs): TAZs that are more likely to have/higher potential for active transportation or short trips. (Note: this layer was not included in the OCP maps, but are areas that SCAG will likely target for more growth as the likelihood for GHG reduction is higher in these areas. Reference the SCAG data map book for these areas to consider for potential growth.)
    - i. Jurisdictions should report draft NMAs that are not well-suited to be an NMA and suggest alternate TAZs that are more suitable as an NMA.

SCAG Data Map Book p. 3 (PDF page 5) <https://scag.ca.gov/local-data-exchange> :



ANTICIPATED AVAILABILITY	CATEGORY	LAYER NAME	REVIEW TYPE
Feb 2022	Land Use	General Plan	Update/Corrections
		Zoning	Update/Corrections
		Existing Land Use	Update/Corrections
		Specific Plan Land Use	Update/Corrections
		Key Entitlements	Update/Corrections
Feb 2022	Priority Development	Neighborhood Mobility Areas	Optional
		Livable Corridors	Optional
		Job Centers	Optional
		Housing Trajectory	Update/Corrections and site inventory upload
Feb 2022	Transportation	High Quality Transit Areas	Reference Only
		Transit Priority Areas	Reference Only
		Regional Bikeways	Optional
		Regional Truck Routes	Optional
Feb 2022	Green Region Resource Areas (SB 375)	Resilience ( <i>Flood areas, coastal inundation, wildfire risk</i> )	Reference Only
		Open Space/Habitat ( <i>Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans</i> )	Reference Only
		Administrative/Working Lands ( <i>Tribal nations, military installations, farmlands</i> )	Reference Only
Feb 2022	Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
		Census Tract	Reference Only
		TAZ	Reference Only
May 2022	Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
		TAZ-level projections of households and employment (2019-2050)	Update/Corrections

These are the items recommended for priority review by 12/2/2022



**2. 2021 Housing Inventory System (HIS) Data Collection**

Review was to be coordinated with OCP-2022 review. Verification forms for the 2021 HIS data were due back to CDR [mibaehner@fullerton.edu](mailto:mibaehner@fullerton.edu) on May 27, 2022. Any changes to the HIS data will be incorporated into the revised OCP-2022.

January 1-June 30, 2022 HIS activity is due on July 22, 2022.

Please submit data to CDR using the 2020 HIS form located at <http://www.fullerton.edu/cdr/HISform.xls> Revisions to prior years may use either the new or old form. Please verify that the same data reported to CDR is also provided to DOF in their annual Housing Unit Change Survey. HIS submission forms were updated in 2020 to include additional sample entries, clarifications in the instructions, and an updated HIS unit flow chart to better explain how to record unit activity when attached ADUs are involved. This is similar to DOF’s new housing survey flow chart DOF, but is tailored to CDR’s 4 ADU types. An additional optional column was added “Building Permit Date Issued” to assist in compiling HIS, DOF and HCD APR data. For HIS questions, please contact Michelle Baehner, CDR’s Demographic Analyst at 657-278-3417 or [mibaehner@fullerton.edu](mailto:mibaehner@fullerton.edu).



### 3. 2020 Census Count Question Resolution Program (CQR)

The 2020 Census Count Question Resolution Operation (CQR) provides an opportunity for tribal, state, and local governmental units to request that the Census Bureau review their boundaries and/or housing counts by block to correct any in-scope errors affecting the inclusion and/or geographic allocation of housing and population counts. The Census Bureau will accept CQR cases requesting a review of legal boundaries (boundary case), a review of housing counts by 2020 census tabulation block (housing count case), or a review of both, and will research each case received. If certain geographic or processing errors are discovered during research, the Census Bureau will resolve the errors and distribute revised counts to all affected governmental units. Any corrections made will not impact the apportionment counts, redistricting data, or any other 2020 Census data products. They would, however, be used in the Census Bureau's Population Estimates and other future programs that use 2020 Census data.

#### Types of CQR Cases

Governments with questions about their counts can request a review in the following situations:

- Boundary cases. The Bureau will review legal government unit boundaries in effect as of January 1, 2020, and the associated addresses affected by the boundaries.
- Count cases. The Bureau will review the geographic location or placement of housing and associated population as well as the census results to determine whether census processing error(s) excluded valid housing and associated population data.

The 2020 Census CQR schedule spans from December of 2021 through June of 2023:

- December 2021: The Census Bureau announces the operation by distributing the introduction letter and flyer to all eligible governmental units.
- January 3, 2022: The Census Bureau begins accepting and researching case submissions from eligible tribal, state, and local governmental units.
- **June 30, 2023:** The Census Bureau stops accepting cases and provides results to affected governmental units by no later than September 30, 2023.
- September 30, 2023: Deadline for the Census Bureau to provide results to impacted governmental units.

For more information visit the [2020 Census Count Question Resolution Operation](https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/evaluate/cqr.html):

<https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/evaluate/cqr.html>. The Demographic Research Unit at the California Department of Finance has developed the California CQR Case Explorer tool to assist local governments in identifying potential CQR cases: [California Demographic Research Unit Data Portal](#).

CDR can assist jurisdictions in their CQR submissions and would like to be informed if CQR submissions are made.



**4. Orange County Data Acquisition Partnership (OCDAP) & OC GIS User Group**

The County of Orange is reestablishing the quarterly OC GIS User Group. Interested parties can email Cameron Smith, OC Public Works GIS Manager at [cameron.smith@ocpw.ocgov.com](mailto:cameron.smith@ocpw.ocgov.com) to be added to the distribution list.

OCDAP Cycle 2 for the term of ~July 2022-June 2024 is under development with the County of Orange taking over as lead agency from SCAG. Cycle 2 imagery is planned to be collected in summer 2022.

Deliverables for Cycle 2 include:

- 3” aerial/ortho imagery with infrared for all Orange County (tif, ecw...) flown in summer 2022
- Building Footprints benchmarked to the 2022 aerial imagery
- Ability to download and retain local copies of above data to use in GIS and/or CAD systems software
- Vendor-hosted online software application for unlimited non-GIS users to view data listed above and perform data analysis; historical imagery for years 2010-2021 will also be available through vendor software application.
- Training for all participants
- One price for two years’ worth of access

For interest in Cycle 2 participation, please contact Deborah Diep, CDR [ddiep@fullerton.edu](mailto:ddiep@fullerton.edu) to be added to the interest list. OCDAP website: <http://www.fullerton.edu/cdr/OCDAP/index.aspx>

SCAG recently withdrew from Cycle 2 for lack of funding. With the loss of SCAG as a participating agency, the cost structure will be reassessed to cover the project costs and is expected to be finalized by the OCDAP Steering and Technical Advisory Committee (STAC) by mid-June. Estimated costs for Cycle 2 will be shared once available. Placeholder costs fees for agency budgeting for Cycle 2’s two-year period is approximately \$6,500 for the larger populated cities of Anaheim, Irvine & Santa Ana; other cities that are more than 25 square miles is \$5,000; and \$3,000 for the remaining cities.

Agency	Cycle 1 FY 2020/21-2021/22	Cycle 2 FY 2022/23-2023/24
City of Anaheim	Active	Yes
City of Brea	Active	interested
City of Buena Park	Active	interested
City of Costa Mesa	Active	interested
City of Dana Point	No	interested
City of Fountain Valley	Active	interested
City of Garden Grove	Active	interested
City of Irvine	Active	interested
City of Laguna Beach	Pending	interested
City of Laguna Hills	Active	interested



**STAFF REPORT**  
**June 7, 2022**

Orange County Council of Governments

Agency	Cycle 1 FY 2020/21-2021/22	Cycle 2 FY 2022/23-2023/24
City of Laguna Niguel	Active	interested
City of Lake Forest	Active	interested
City of Los Alamitos	Active	interested
City of Mission Viejo	Active	interested
City of Newport Beach	Active	interested
City of Orange	No	interested
City of San Clemente	Active	interested
City of San Juan Capistrano	Active	interested
City of Santa Ana	Active	interested
City of Seal Beach	No	interested
City of Tustin	Active	interested
City of Westminster	No	interested
City of Yorba Linda	Active	Yes
County of Orange	No	Yes
Municipal Water District of Orange County	Active	Yes
Orange County Council of Governments	Active	Yes
Orange County Fire Authority	Active	Yes
Orange County Water District	Active	No
Southern California Association of Governments	Active	No

**STAFF CONTACTS**

- Contact: Ms. Deborah Diep, Director, Center for Demographic Research  
 657/278-4596 [ddiep@fullerton.edu](mailto:ddiep@fullerton.edu)
  
- Employment data: Ms. Ruby Zaman, Assistant Director, CDR  
 657/278-4709 [ruzaman@fullerton.edu](mailto:ruzaman@fullerton.edu)
  
- For GIS: Ms. Teresa Victoria, GIS Analyst, CDR  
 657/278-4670 [tvictoria@fullerton.edu](mailto:tvictoria@fullerton.edu)
  
- For HIS: Ms. Michelle Baehner, Demographic Analyst, CDR  
 657/278-3417 [mibaehner@fullerton.edu](mailto:mibaehner@fullerton.edu)



## **AGENDA ITEM # 3      SCAG Draft 2024 Policy Growth Forecast and Local Data Exchange (LDX) Discussion**

### **STAFF RECOMMENDATION**

Discussion.

On May 23, 2022, SCAG emailed an announcement (Attachment 1) of the full kickoff of their Local Data Exchange (LDX) program for Connect SoCal 2024 (2024 Regional Transportation Plan/Sustainable Communities Strategy). The methodology, data approval form, and local jurisdiction survey are attached to this staff report. To assist in distribution and review of SCAG's draft growth forecast, on May 19, 2022, CDR distributed an email to OC jurisdictions with an updated reference map and Excel dataset with both SCAG's draft policy growth forecast and the draft OCP-2022 (original from February 2022) at the OCTAM TAZ/SCAG Tier 2 TAZ split by 2021 jurisdiction (higher geographic level than draft OCP-2022). Jurisdictions are strongly encouraged to review and consider SCAG's draft forecast while making their final updates to the draft OCP-2022 before submitting their final input on OCP-2022 to CDR by June 15, 2022.

An overview of SCAG's draft policy growth forecast was shared at the May 3, 2022 OCCOG TAC meeting. At the June 7 OCCOG TAC meeting, CDR and SCAG will provide a summary of SCAG's draft data and a discussion will follow. Jurisdictions are encouraged to raise questions about the draft data and LDX process at the TAC meeting.

#### Reminders:

1. SCAG's Toolbox Tuesday RDP & Local Data Exchange March 15, 2022 direct recording link [https://www.youtube.com/watch?v=B\\_yJ3jVG5oI](https://www.youtube.com/watch?v=B_yJ3jVG5oI) (1:22 hours)
2. SCAG's Toolbox Tuesday materials & records
  - a. <https://scag.ca.gov/toolbox-tuesday-online-training-materials>
3. Jurisdictions can request data, maps and GIS layers for their jurisdiction by emailing [LIST@scag.ca.gov](mailto:LIST@scag.ca.gov).
4. Updated data map books will include new maps with GRRAs (Green Region Resource Areas) and SCAG's draft policy growth forecast data.
5. SCAG data: Jurisdictions are strongly encouraged to review the following data and provide SCAG input by the December 2, 2022 deadline:
  - a. 2019 Existing Land Use (original & SCAG's standardized classifications)
  - b. General Plan land use (original & SCAG's standardized classifications)
  - c. Zoning (original & SCAG's standardized classifications)
  - d. Entitlements- CDR encourages jurisdictions to submit any entitlements within your jurisdiction in order to ensure entitled growth for the projects submitted are not redistributed to other areas within your jurisdiction or to other areas within the county.
  - e. Neighborhood Mobility Areas (NMAs): TAZs that are more likely to have/higher potential for active transportation or short trips. (Note: this layer was not included in the OCP maps, but are areas that SCAG will likely target for more growth as the likelihood for GHG



reduction is higher in these areas. Reference the SCAG data map book for these areas to consider for potential growth.)

- i. Jurisdictions should report draft NMAs that are not well-suited to be an NMA and suggest alternate TAZs that are more suitable as an NMA.

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ANTICIPATED AVAILABILITY	CATEGORY	LAYER NAME	REVIEW TYPE
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		Zoning	Update/Corrections
		Existing Land Use	Update/Corrections
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		Key Entitlements	Update/Corrections
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		Livable Corridors	Optional
		Job Centers	Optional
		Housing Trajectory	Update/Corrections and site inventory upload
Feb 2022	Transportation	High Quality Transit Areas	Reference Only
		Transit Priority Areas	Reference Only
		Regional Bikeways	Optional
		Regional Truck Routes	Optional
Feb 2022	Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
		Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
		Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Feb 2022	Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
		Census Tract	Reference Only
		TAZ	Reference Only
May 2022	Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
		TAZ-level projections of households and employment (2019-2050)	Update/Corrections

These are the items recommended for priority review by 12/2/2022

**ATTACHMENTS**

1. May 23, 2022 SCAG 2024 Connect SoCal Local Data Exchange full kickoff email
2. From May 19, 2022 TWG packet: SCAG Connect SoCal 2024 Preliminary Growth Forecast Methodology, Revised 5/16/2022
3. From May 19, 2022 TWG packet: Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process
4. From May 19, 2022 TWG packet: SCAG Local Data Exchange (LDX) DRAFT Survey (4/28/22)

**STAFF CONTACTS**

Mr. Kevin Kane, SCAG 213/236-1828 [kane@scag.ca.gov](mailto:kane@scag.ca.gov)  
 SCAG Local Information Services Team: [LIST@scag.ca.gov](mailto:LIST@scag.ca.gov)

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**From:** Sarah Jepson, SCAG <update@scag.ca.gov>  
**Sent:** Monday, May 23, 2022 5:00 PM  
**To:**  
**Subject:** [External] Local Data Exchange Process for Connect SoCal 2024

External Email Use Caution and Confirm Sender



Dear Planning Director,

We are pleased to have reached the next milestone in Connect SoCal 2024's Local Data Exchange (LDX) process. After collaborating with the Center for Demographic Research (CDR) to meet one-on-one with all 35 local jurisdictions in Orange County in March, SCAG has completed its preliminary growth forecast for Connect SoCal 2024.

The preliminary growth forecast is the starting point for reaching plan objectives described in California Government Code 65080(b)(vii):

*“set forth a **forecasted development pattern for the region**, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).”*



In past cycles, SCAG developed scenarios based on priority growth areas and constraint areas following the conclusion of local review. In contrast, the preliminary growth forecast for Connect SoCal 2024 integrates growth strategies up-front. As such, local jurisdictions now have the opportunity to review the preliminary forecast in order to make corrections or changes to ensure consistency with local plans (see the [Data Review and Verification Form](#) for detail). We hope this process strengthens the connection between local and regional planning.

Specifically, the preliminary forecast for households at the jurisdiction and Transportation Analysis Zone (TAZ) levels seeks to (i) reflect capacity changes following the 6th cycle of Regional Housing Needs Assessment, (ii) increase growth in four types of Priority Development Areas (PDAs), and (iii) minimize growth in ten types of Green Region Resources Areas (GRRAs). PDAs, GRRAs and additional detail on the preliminary forecast is now available in [PDF-format Data/Map Books](#). Jurisdictions can also access the Data/Map Books through an account on the [Regional Data Platform LDX site](#).

This preliminary forecast includes total households and total employment in 2019, 2035 and 2050 at the jurisdictional and Tier 2 (city-split) TAZ-levels. We invite you to review these figures alongside the separate projections developed by CDR, the draft 2022 Orange County Projections (OCP-2022). In addition to Data/Map Books and Regional Data Platform LDX Web, CDR provided electronic copies of SCAG's preliminary growth forecast to jurisdictions via email on May 19 to the OCP data contacts. Input will be reviewed by SCAG staff in consultation with the [Technical Working Group](#).

While there will still be several outstanding pieces of plan development at this time including transportation network refinement and strategy development, we will be reviewing forecasted growth to gauge whether it puts the region on track for hitting greenhouse gas targets. SCAG's objective is to avoid any further modifications to the data thereafter and we are confident that with your

participation and following the steps laid out in the preliminary forecast and LDX process the region will be on a path toward achieving them.

SCAG is also seeking local jurisdictions' input to Connect SoCal 2024 via the [LDX Survey](#). **Input is due to SCAG on all data layers by Dec. 2**, as detailed in the [Data Review and Verification Form](#). CDR has requested feedback on the preliminary growth forecast in coordination with the draft OCP-2022 feedback by June 15, with an opportunity for a check-in at the June 7 OCCOG TAC meeting.

SCAG greatly appreciates your efforts and collaboration in developing Connect SoCal 2024.

Sincerely,



Sarah Jepson  
Director, Planning & Programs

*CC: Orange County Planning Directors, Orange County City Managers, Orange County GIS Staff, OCCOG Executive Director, CDR Director*



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## SCAG Connect SoCal 2024 Preliminary Growth Forecast Methodology

### Revised 5/16/2022

*This methodology describes SCAG’s step-by-step practice for developing the preliminary growth forecast of households and employment in 2019, 2035, and 2050 at the County and TAZ-levels<sup>1</sup>. The preliminary growth forecast reflects an expert and data-driven regional process, strives to put Connect SoCal on a path toward achieving its targets, and relies on local review to ground-truth and improve. It will be reviewed by local jurisdictions as part of the Connect SoCal 2024 Local Data Exchange (LDX) process beginning in May, 2022 with an input deadline of December 2, 2022.*

#### **Steps:**

- 1) Follow county household and employment control totals established by Demographic Panel of Experts and Regional Forecast Process and [provided to the Regional Council in February 2022](#).
- 2) Following the guiding principles discussed at the Technical Working Group (TWG) beginning in January 2022, key policy inputs to be considered in the preliminary growth forecast include:
  - a. Seek to reflect potential capacity increases resulting from the 6<sup>th</sup> cycle Regional Housing Needs Allocation (RHNA) process
  - b. Increase growth in Priority Development Areas (PDAs, see [Data/Map Books](#) and Regional Data Platform for detail)
  - c. Minimize growth in Green Region Resource Areas (GRRAs, see [Data/Map Books](#) and Regional Data Platform for detail)
- 3) A logistic regression model will be used to fit jurisdiction-level household growth to county control totals. Key inputs include SCAG’s estimate of remaining general plan capacity, the 6<sup>th</sup> cycle RHNA allocation, and the Connect SoCal 2020 growth forecast. SCAG’s jurisdiction-level estimate of remaining general plan capacity is a starting point for forecast development and is based on the following parcel-level data attributes to the extent they are available:
  - a. General plan designation, using most current version available to SCAG as of late 2021
  - b. Mid-point estimate of general plan capacity
  - c. Use existing land use data and block-level Census 2020 data to subtract existing land uses, resulting in a measure of *remaining* general plan capacity.
- 4) Household Growth Prioritization Steps will be developed based on the following:
  - a. PDAs, which attribute values 0-4 based on the degree of transportation or locational benefit available in that place and include:
    - i. Neighborhood Mobility Areas (NMAs)
    - ii. Transit Priority Areas (TPAs)
    - iii. Livable Corridors
    - iv. Spheres of Influence (in unincorporated areas only)

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<sup>1</sup> City-split Tier 2 TAZs in Imperial, Los Angeles, Orange, and Ventura counties. City-split Tier 3 TAZs in Riverside and San Bernardino Counties, which for these counties will be available beginning in Summer 2022 in collaboration with subregional councils of government.

- b. GRRAs, which attribute values 0-10 based on the degree of environmental sensitivity to natural hazards and climate change risks to development and include:
  - i. Areas subject to flooding
  - ii. Coastal inundation (sea level rise)
  - iii. Wildfire risk
  - iv. Open space and parks
  - v. Endangered species and plants
  - vi. Sensitive habitat areas
  - vii. Natural community and habitat conservation plans
  - viii. Tribal nations
  - ix. Military installations
  - x. Farmlands
- c. PDA and GRRRA are evaluated for each parcel in the region based on each possible GRRRA (0-9) and PDA (0-4) combination based on parcel centroid intersections
- d. Growth will be prioritized in **20 Steps**, reflecting combinations of PDA and GRRRA shown in Figure 1A.
- e. Available capacity will be assessed in each step using the remaining general plan capacity as described in (3), plus, if data is available, parcel-level capacity in excess of this amount from 6<sup>th</sup> cycle housing element site inventories.

A) PRIORITIZATION FOR CITY AND TAZ-LEVEL ALLOCATION:			B) CITY-LEVEL PRIORITIZATION STRATEGY:											
STEP #	Number of PDAs	Number of GRRAs	Imperial		Los Angeles		Orange		Riverside		S.Bernardino		Ventura	
			FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
1	4	0												
2	3	0												
3	2	0												
4	1	0												
5	0	0												
6	4	1												
7	3	1												
8	2	1												
9	1	1												
10	0	1												
11	4	2												
12	3	2												
13	2	2												
14	1	2												
15	0	2												
16	4	3+												
17	3	3+												
18	2	3+												
19	1	3+												
20	0	3+												

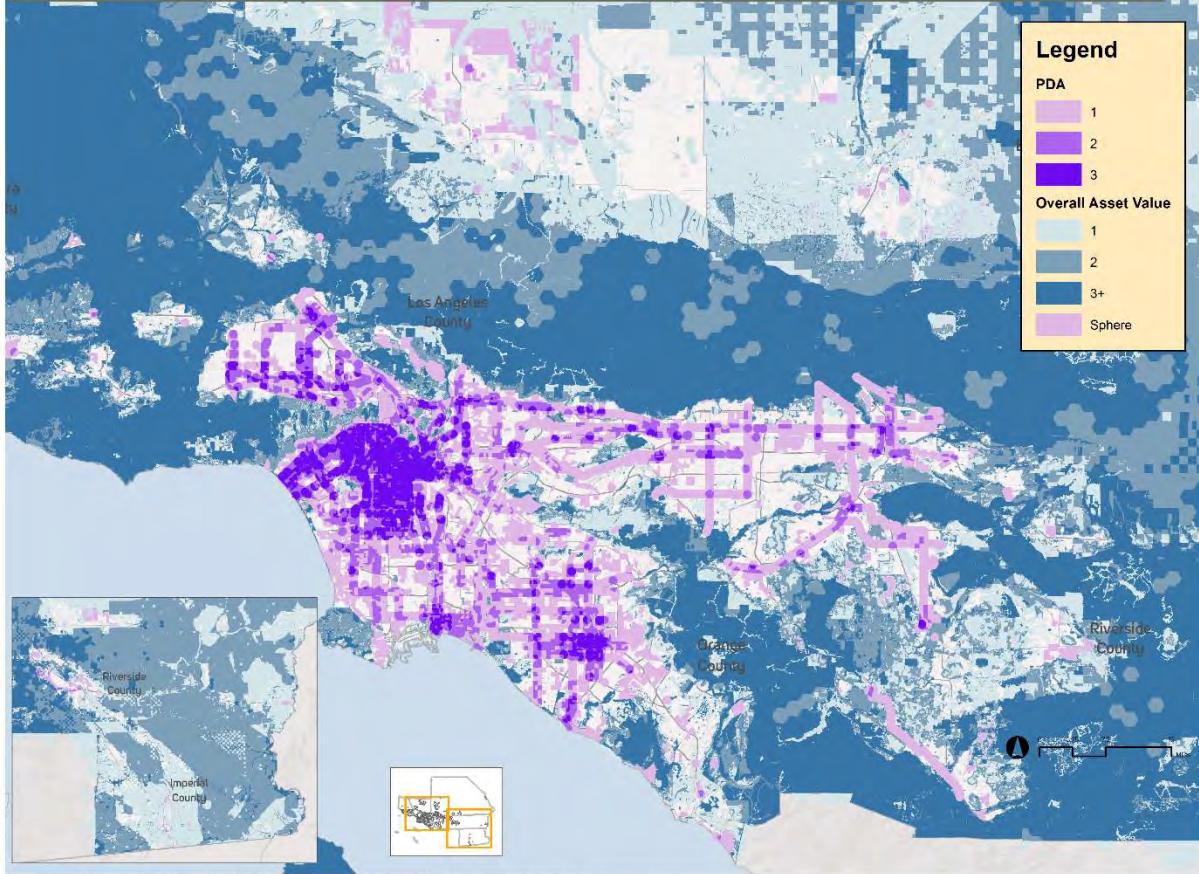
Green Higher priority parcel  
 Red Lower priority parcel

Arrows: Direction of growth prioritization relative to baseline model

Figure 1: Household Growth Prioritization Steps. While generally this process seeks to emphasize steps with higher priority an minimize steps with lower priority, capacity and county-level growth vary across the region necessitating slight differences in "from" and "to" steps to match county totals.

- 5) Jurisdictional household growth totals from the logistic regression model in (3) will be allocated based on the jurisdiction's available capacity **step-by-step**:
  - a. Jurisdictions whose modeled total exceeds available capacity in the lower ("FROM") steps indicated in Figure 1B will have their total household growth reduced to the amount that can fit into the indicated lower ("FROM") steps.
    - i. Example: *The model suggests household growth of 1,000 for a city in Imperial County. However, the available capacity in steps 1-10 is only 800. While steps 11-20 may have additional capacity, the city's projected growth will be 800.*
  - b. The county's total amount above the indicated step would be reallocated to other jurisdictions in the county, based on their available capacity in the lower ("TO") steps indicated in Figure 1B.
    - i. Example: *Across Imperial County, one jurisdiction's total was reduced per the above. The total amount of reduction was 200. Three jurisdictions have remaining capacity in steps 1-10. 200 households are allocated to these jurisdictions based on their share of the county's remaining capacity in steps 1-10.*
  
- 6) TAZ-level household allocation will be based on:
  - a. Jurisdiction's available capacity based on general plans and available 6<sup>th</sup> cycle RHNA housing element information, as described above.
  - b. Available/applicable information regarding entitled projects and development agreements.
  - c. Refer to specific plan land use designation, where applicable.
  - d. Apply growth in order of the steps in Figure 1A.
  
- 7) Employment growth will be based on:
  - a. An estimation of base year employment using California Employment Development Department (EDD) and Infogroup data and controlling to county totals
  - b. Allocating county-level growth to jurisdictions using each city's prior RTP/SCS share of the county's growth (shift-share using sectors at the 2-digit NAICS code level)
  - c. Disaggregating jurisdiction-level growth to TAZs by applying past shares of the city's growth to the new jurisdictional totals
  
- 8) Assessment of Input Received
  - a. During the Local Data Exchange process, SCAG will seek to meet one-on-one with all local jurisdictions to discuss plan data and preliminary growth forecast information.
    - i. SCAG will encourage the use of "Steps" 1-20 as a guide.
    - ii. SCAG's Local Information Services (LIST) team will be available for follow-up and discussion of major changes.
  - b. Jurisdictions will be provided with a Data Review and Verification Form to formally submit input and approval. The form will provide options to approve or revise data, and a request to describe any revisions made (e.g. corrections, local policy updates).
  - c. After all input is received and processed in early 2023, SCAG will compare preliminary and/or prior plan forecasts versus locally-reviewed growth forecasts, using "Steps" 1-20 and/or other sketch planning methods which may be available.
  - d. SCAG's objective is to achieve statutory targets without further modification of forecast data.

Priority Development Areas (PDAs) and SB 375 Green Region Resource Areas (GRRAs)



Source: SCAG. \*Excludes counties 20 and 21 (Imperial & San Diego) and the entire San Diego County district. \*\*2019 district average population is 245,000.  
 Connect SoCal 2024 - Preliminary Growth Forecast Assessment

P:\kkane\SCAGRTPSCS24\pda\pda\_grra\_formatted.mxd | Date: 5/10/2022

Figure 2: Illustration of PDAs and GRRAs in the SCAG region.

**Data Review and Verification Form – SCAG Connect SoCal 2024 – Local Data Exchange (LDX) Process**

Date: \_\_\_\_\_ Jurisdiction: \_\_\_\_\_

Name: \_\_\_\_\_ Position/Title: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

Please use this form to formally indicate that you have reviewed of data for which SCAG is seeking update/corrections or optional review during the LDX process. For each layer reviewed, please indicate whether the review was provided through the Regional Data Platform (RDP) or via the Local Information Services Team (LIST) email to [list@scag.ca.gov](mailto:list@scag.ca.gov).

Category	Layer	Review Type	Sent by:	Notes/Comments – Continue on back if needed
Land Use	General Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Zoning	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Existing Land Use	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Specific Plan	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Key Entitlements	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Priority Development	Neighborhood Mobility Areas	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Livable corridors	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Housing trajectory	Update	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Transportation	Regional bikeways	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	Regional truck routes	Optional	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

Please indicate whether you have completed a review of the preliminary growth forecast / socioeconomic data (SED). Please also indicate whether you made revisions at the jurisdiction or transportation analysis zone (TAZ) level, and the method of delivery. Note that changes will be integrated by SCAG and do not guarantee inclusion in the Final Connect SoCal 2024 due to state-mandated targets.

Growth/SED	Year	Jurisdiction-level	TAZ-level	Sent by:	Notes/Comments – Continue on back
Total Households	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
Total Employment	2019	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2035	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	
	2050	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> Approve <input type="checkbox"/> Revise	<input type="checkbox"/> RDP <input type="checkbox"/> Email	

If growth/SED were revised, please select a reason and describe:

Category	Reason	Description – Continue on back if needed
Correction	<input type="checkbox"/> General Plan capacity (current or expected future)	
Correction	<input type="checkbox"/> Entitlements	
Local Policy	<input type="checkbox"/> Zoning/plan changes resulting from the 6 <sup>th</sup> cycle housing element update	
Local Policy	<input type="checkbox"/> Growth will be focused in other priority development areas	
Local Policy	<input type="checkbox"/> Higher development potential in green region/resource areas	

Check if you have also submitted the LDX Survey via [ [SURVEY MONKEY LINK](#) ]

Name: \_\_\_\_\_ Title: \_\_\_\_\_ Signature: \_\_\_\_\_

Signature should be from city manager or planning director to be considered complete. Please email to [list@scag.ca.gov](mailto:list@scag.ca.gov).

**SCAG Local Data Exchange (LDX) DRAFT Survey (4/28/22)**

**Background**

The Southern California Association of Governments (SCAG) is currently seeking input from local jurisdictions across our six-county region to develop Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal 2024 will provide a long-range vision for Southern California, that integrates land use and transportation for increased mobility and more sustainable growth. It will incorporate important updates of fundamental data, enhanced strategies and investments intended to strengthen the current plan adopted in 2020, and help the region achieve state greenhouse gas emission reduction goals.

SCAG wants to better understand the trends, existing conditions and planning in the region. Your feedback from the local perspective is essential to help us develop Connect SoCal 2024. We are also trying to get a better understanding about the implementation of our prior regional plans. Please respond to each survey question as it pertains to your jurisdiction. Due to the multidisciplinary nature of the questions, we encourage interdepartmental collaboration. The survey is organized into five parts including: Land Use & Housing, Transportation, Environmental, Public Health and Equity, and Data. Responses are due by December 2, 2022. A web version of the survey is available at: **[Insert SurveyMonkey Link]**

**Part I – Land Use & Housing**

**General Plan**

1. Please enter the year of your jurisdiction’s most recent general plan element update. Add information for any additional elements contained in the General Plan but not listed:

<b><i>Element</i></b>	<b>Year</b>	<b>Web link</b>	<b>Comments</b>
<b>Land Use</b>			
<b>Circulation</b>			
<b>Housing</b>			
<b>Conservation</b>			
<b>Open space</b>			
<b>Noise</b>			
<b>Safety</b>			
<b>Environmental Justice</b>			
<b>[Additional Element]</b>			
<b>[Additional Element]</b>			

What are barriers and/or opportunities to updating these elements as part of the General Plan?



2. Is your jurisdiction currently in the process of updating its General Plan? Yes  No  If yes, when do you expect to complete the update? Date: [Publish Date]

What are barriers and/or opportunities to updating the General Plan?

3. When was the zoning code last updated to reflect your most recent amendments? Date: [Publish Date] Web link: [link]

What are barriers and/or opportunities to updating the Zoning Code?

4. Is your jurisdiction currently in the process of updating its land use designation and zoning code? Yes  No  If yes, when do you expect to complete the update? Date: [Publish Date] Does your 6th cycle housing element update include a rezone plan? (Yes/No)

5. Does the most recently adopted general plan update support any of the following [Sustainable Communities Strategies \(SCS\)](#) (See pages 25-32)?

**Strategies**

- Focus Growth Near Destinations and Mobility Options**
- Promote Diverse Housing Choices**
- Leverage Technology Innovations**
- Support Implementation of Sustainability Policies**
- Promote Green region**
- Center Focused Placemaking**
- Priority Growth Areas**
- Job Centers**
- Transit Priority Areas**
- High Quality Transit Areas**
- Neighborhood Mobility Areas**
- Livable Corridors**
- Transfer of Development Rights**
- Urban Greening**
- Regional Advance Mitigation**
- Transit oriented development (TOD)**
- Infill**
- Other**

N/A	Does Not Support	Supports	Supports and Includes Strategies
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○
○	○	○	○

What are barriers and/or opportunities to implementing or supporting these strategies?

6. Does the circulation element of your General Plan have a policy regarding complete streets and if so, what is its scope and applicability?

[Other Comments]

7. Does your jurisdiction offer any of the following incentives for infill development or transit-oriented development?

	Infill		TODs		Web link
	Yes	No	Yes	No	
<b><i>Incentives</i></b>					
<b>Fast track permitting</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Fee Waivers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Density bonus</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Increased floor area ratio</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Building height waivers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Tax subsidies or other benefits</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Waived or reduced minimum parking requirement</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Reduced open space requirements</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Transfer of development rights</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Affordable Housing Set Aside</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Tax Increment Financing Districts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Super Density Bonus</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>By Right Approval</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Rezoning</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Affordable Housing Catalyst Fund, Trust fund, or revolving loan fund</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Other</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Are there any barriers or opportunities for offering the incentives above?

8. Which of the following parking strategies are included in any of your existing specific plans, general plans, or zoning code?

**Parking strategies**

- Right-sized parking
- Park-once districts
- Shared parking
- Unbundled parking
- Parking maximums in designated areas
- Innovative parking design (i.e., Sustainable features)
- Waived or reduced minimum parking requirement
- Bicycle Parking
- Parking Pricing
- Other

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

What are barriers and/or opportunities to include parking strategies as part of the plans?

---

Any additional parking strategies not mentioned above?

9. Does your jurisdiction have a development/impact/linkage fee ordinance? Yes  No  Date: [Publish Date] Web link: [link]  
 If yes, which of the following does it fund?

**Areas that receive funding**

- Traffic and/or VMT Reduction
- Parks
- Affordable housing
- Natural lands/Open space preservation
- Transit improvements/amenities
- Active Transportation
- Local Streets and roads
- Other

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

What are barriers and/or opportunities to include these types of fees in your plans and/or ordinances?

**Housing**

10. Does your jurisdiction utilize or are you considering any of the following zoning or land use strategies for housing (e.g., in your 6<sup>th</sup> Cycle Housing Element)?

**Strategies**

**Inclusionary zoning ordinance**

- Is there an in-lieu fee component?
- Rental Program
- Owner Program

**Rent stabilization ordinance**

- Maximum annual percentage rent increase allowed

**Affordable housing preservation ordinance**

**Mortgage down payment assistance program**

**Special financing district (CRIA, EIFD, Others?)**

**Incentives for affordable housing**

- Fast track permitting
- Fee waivers
- Density bonus
- Increased floor area ratio
- Building height waivers
- Tax subsidies or other benefits
- Waived or reduced minimum parking requirements
- Reduced open space requirements
- Other relaxed requirements for affordable housing

**Low-income housing tax credit (LITHC)**

**Housing Trust Fund**

**Other**

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
[Comments]		
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

Are there other strategies not identified above your jurisdiction is considering?
What are barriers and/or opportunities to include these strategies in your housing element?

11. What are the most critical barriers to your city/county in realizing the housing production goals in your RHNA and housing element?

[Other Comments]
------------------

12. What are some housing policies or broader strategic actions that would most help you achieve your RHNA housing production goals?

[Other Comments]
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13. How does your city or county balance the need to deliver more housing with the need to consider growth in areas of environmental resources, high habitat values, and areas at risk of climate change impacts (high fire severity zones, sea level rise, sensitive habitat areas, farmland, etc., **SEE GREEN REGION RESOURCE AREAS IN DATA/MAP BOOK**)?

[Other Comments]

14. Connect SoCal seeks to advance land use strategies that focus on **housing affordability, production and preservation**. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

<u>Area of Focus</u>	Comments
Permit streamlining for Accessory Dwelling Units (ADUs)?	
Permit streamlining and/or zoning for multi-family developments?	
Affordability of housing?	
Preservation of affordable housing?	
Other housing issues?	

15. Connect SoCal seeks to advance land use strategies that focus on **infrastructure improvements and financing**. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

<u>Area of Focus</u>	Comments
Tax-increment financing districts (e.g. Enhanced Infrastructure Finance Districts)?	
Infrastructure improvement plans for future development or redevelopment?	
Housing-supportive infrastructure (including broadband)?	
Other Infrastructure issues?	

16. Connect SoCal seeks to advance land use strategies that focus on **infill development and redevelopment**. These strategies encourage development in walkable neighborhood centers, arterial corridors, transit rich areas, and job centers. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

**Area of Focus**

- Walkable mixed-use neighborhood centers?
- Transit-oriented development (TOD)?
- Job center creation/expansion?
- Arterial/Boulevard redevelopment?
- Other development issues?

Comments

17. Connect SoCal is a long-term regional plan that seeks to advance a **number of land use and transportation strategies that focus on a future several decades out**. These strategies encourage near-term actions that will lead to desirable future outcomes in communities throughout the region. Please indicate and briefly describe whether your jurisdiction is implementing policies that will result in positive future outcomes or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

**Area of Focus**

- How will your community change over the next 20 years?
- What strategies is your community interested in to retain vibrant neighborhoods and business districts?
- What current trends are impacting your community's future?
- Other future issues?

Comments

PART II - Transportation

18. Has your jurisdiction adopted or plan to adopt any of the following:

**Adopted Policies, Plans and Strategies**

Yes	No	In Development	Year	Web link



Any other plans in the works for adoption?

19. Has your jurisdiction adopted or implemented any of the following Travel Demand Management (TDM) Strategies and to your knowledge, have any major employers or other entities implemented any such strategies?

	Jurisdiction		Major Employers	
	Yes	No	Yes	No
<b><u>Adopted TDM strategies</u></b>				
<b>Ridesharing incentives and rideshare matching</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Vanpool programs</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Transit pass benefits</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Private employer shuttles or other transportation providers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Parking cash-out policies</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Preferential parking or parking subsidies for carpoolers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Intelligent parking programs</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Dynamic pricing for parking</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Programs or mobility services aimed at local tourism travel (e.g. Shuttle bus)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Guaranteed ride home programs</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Incentives for telecommuting or hybrid work</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Designated pick-up/drop-off for ride sourcing or transportation network companies (TNCs, such as Lyft or Uber)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>TNC partnership (providing first/last mile, dial-a-ride or paratransit, microtransit, etc.)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Bike share system</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Facilities or incentives for low speed modes (Neighborhood Electric Vehicles)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Integrated mobility hubs</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Transportation management areas</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Parking Pricing</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Micromobility program (bike share, scooter share, etc.)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Car share program</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Employee training programs on multimodal travel options</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other TDM Strategies your jurisdiction is considering?



What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

20. Does your jurisdiction currently have a plan for mitigating vehicle miles travelled (VMT) related development impacts? Yes  No   
 If yes, please list applicable projects and/or measures taken (or proposed) to mitigate VMT impacts.

**Project or Measure**

Comments

[Title]  
 [Title]  
 [Title]  
 [Title]  
 [Title]

[Other Comments]

21. Does your jurisdiction receive local return funding (from a county transportation tax measure)?  
 Yes  No

If yes, please describe how your jurisdiction prioritizes spending of these funds.

[Other Comments]

22. Does your jurisdiction use local return and/or general fund revenue to support any of the following:

**Funding**

- Complete Streets**
- Bike Lanes**
- Pedestrian improvements**
- Repair (pavement, potholes)**
- Signal synchronization**
- Fixed route transit service**
- Dial-a-ride or other demand response service**
- Taxi scrip**
- Cool streets**
- Other**

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

[Other Comments]

23. Please indicate if your jurisdiction promotes the usage of Electrical Vehicles and/or Alternative Fuel Fleet stations or strategies:

**Stations/Fleet**

**Electric Vehicle Infrastructure**

**Electric Vehicle Incentives**

**Electrical Vehicle Station**

- **Heavy Duty Vehicles**
- **Passenger/Light Duty Vehicles**
- **How many in municipal fleet?**

**Alternative Fuel Fleet**

- **Heavy Duty Vehicles**
- **Passenger/Light Duty Vehicles**
- **How many in municipal fleet?**

**Other**

Yes	No	Comments
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

Any other Electric Vehicle Strategies your jurisdiction is considering?
What are barriers and/or opportunities to include electric vehicle strategies in your jurisdiction?

PART III - Environmental

**CEQA Streamlining**

24. Has your jurisdiction approved projects utilizing CEQA streamlining? (e.g. SB 743, SB 375, SB 35, or SB 226) Yes  No

If yes, please provide projects, streamlining vehicle, and approval year below.

**Project**

- [Title]
- [Title]
- [Title]
- [Title]
- [Title]

Streamlining Vehicle	Year	Web link

[Other Comments]
------------------

25. Does your jurisdiction utilize any of the following natural lands conservation strategies?

**Natural lands conservation strategies**

- Conservation easement
- Development impact fee
- Hillside/steep slope protection ordinance
- Transfer of development rights
- Mitigation bank
- Multiple species habitat conservation program (MSHCP)
- Tree planting or other urban heat mitigation
- Natural community conservation plan (NCCP)
- Other

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

Any other natural lands conservation strategies not mentioned above?
What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

26. Does your jurisdiction have plans or policies in place to implement a “local version” of the State’s climate goal of reducing greenhouse gases by 40% below 1990 levels by 2030? Yes   
 No  Date: [Publish Date] Web link: [link]

[Other Comments]
------------------

27. Connect SoCal seeks to advance land use strategies that focus on **climate resiliency and conservation of natural and working lands**. Please indicate and briefly describe whether your jurisdiction is implementing policies in the following areas, or if your jurisdiction has not adopted implementation policies if there are plans or interest in doing so. If there are barriers to doing so, please indicate what they are.

**Area of Focus**

- Agricultural and/or natural land preservation?
- Development standards and/or limits on development in fire hazard areas?
- Resiliency plans and/or actions?
- Sea-level Rise plans and/or actions?
- Other climate resiliency issues?

Comments

PART IV – Public Health and Equity

28. Has your jurisdiction developed/adopted any of the following equity documents/efforts?

**Equity Documents/Efforts**

**Equity Resolution**

**Equity Definition**

**Equity Baseline Conditions Analysis**

**Equity Action Plan or Framework**

**Other**

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

29. Pursuant to SB 1000, has your jurisdiction developed or adopted an Environmental Justice Element or incorporated EJ goals, policies, and objectives in the General Plan Update? Yes  No

Date:  Web link:

30. Does your jurisdiction employ any unique outreach strategies to engage low-income residents, people of color and Tribal Governments during project development? Typical engagement strategies include community workshops, events, activities, advertisement through media outlets, and partnerships with local community groups. Yes  No  If "Yes" please describe in comments and/or provide links supporting documents. Web link:

31. Has your jurisdiction incorporated any of the following planning practices?

**Planning practices**

**Health Element (in General Plan)**

**Health in all policies**

**Health equity**

**Analysis of the social determinants of health**

Yes	No	Web link
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

32. Does your jurisdiction have any of the following plans to address emergencies caused by natural disasters?

**Emergency and Natural Disaster Plans**

- Seismic safety plan
- Emergency evacuation plan
- Emergency response plan
- Hazard mitigation plan
- Fire protection plan
- SB 379 Compliant Safety Element
- Other

Yes	No	Year Adopted or Finalized	Web link
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		

What are barriers and/or opportunities to include these strategies in your plans, programs, or ordinances?

PART V - Data

33. SCAG is interested in data collected at the local level which would help support more robust community planning, provide resources to help solve many of our common challenges, and to align with Connect SoCal's objectives. Does your jurisdiction have or collect any of the following observed data:

**Observed Data**

- Bicycle or pedestrian volume data
- Sidewalk data
- Traffic counts
- Truck traffic counts
- Automated traffic counters
- Warehousing/distribution centers
- Number of manufacturing firms
- Local road pavement management and performance data
- Public health data
- Bike lane mileage data (bike lane, bike path, Class 3 bike routes, separated bike lanes (cycle tracks). Note please also include bike routes in your LDX submission.
- Collision data (e.g., police or fire department data, hospital data, etc.)
- Bridge condition data

Yes	No	Contact Name	Email
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		

**Pavement condition index (PCI) or International roughness index (IRI) data for local roads.**

**Open data portal**

**New Housing starts data**

**Allowed parking and restricted parking areas**

**Pavement Condition Index**

**Needs Assessment for System Preservation**

**Transit Ridership by Line/Route**

<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		
<input type="checkbox"/>	<input type="checkbox"/>		

[Other Comments]



## AGENDA ITEM # 4

## LEGISLATIVE UPDATE

### STAFF RECOMMENDATION

Receive and file the Legislative Update.

### SUMMARY

The Legislative Update is provided to keep the OCCOG Board apprised of legislative and regulatory actions that address land use and housing, energy, mobility, air quality and water issues. This report provides an overview of pending state legislation of interest to OCCOG.

### BACKGROUND

#### State Update

#### Housing Element Legislative Update

At the April Board Meeting, staff shared a verbal update on a potential legislative fix for AB 1398 (Chapter 358, Statutes of 2021) which states that if a local government does not have an approved housing element within 120 days of the statutory deadline, the local government must complete all required rezoning within one year. Due to extended review times and delays on the part of the State Housing and Community Development Department (HCD) to complete the housing element approval process, as well as staffing and financial pressures on local governments during the pandemic, much of the Southern California Association of Governments (SCAG) region currently lack approved housing elements. Without a legislative fix, many of these agencies will be subject to the requirements of AB 1398.

A potential legislative fix was discussed that would have provided a one-year extension to receive the appropriate approvals and complete the required rezoning, however, that proposal is currently stalled and was not introduced into a bill. Staff is working with regional partners to determine next steps and will share any new developments with the OCCOG Board of Directors as information becomes available.



### SB 1410 Update

As originally drafted, SB 1410 (Caballero, D-Merced) would have modified vehicle miles traveled (VMT) regulations to limit use to Transit Priority Areas (TPAs). For projects that fall outside of a TPA, they would return to the assessment/measurement of traffic impacts and Levels of Service under California Environmental Quality Act (CEQA). On May 2<sup>nd</sup>, the bill was amended to instead require a study be completed by January 1, 2025 on the impacts of the existing VMT guidelines. It also would establish a grant program to provide assistance to local jurisdictions for implementation of the guidelines.

Discussions are continuing about how to continue to address the issue. If there are any further developments, those will be shared with the OCCOG Board of Directors.

### Key Legislative Deadlines

Over the past few weeks, the Legislature faced two key policy committee deadlines for both fiscal and non-fiscal bills. Below is a brief update on select key bills where OCCOG has a position that either advanced or were held at this policy committee deadline. The Appropriations Committee deadline will occur on May 20<sup>th</sup> and any further updates for these bills may be shared verbally. Attachment A includes all of the bills where OCCOG has a position and Attachment B is a full list of bills being monitored by OCCOG.

#### **AB 1778 (Garcia, D-Bell Gardens) State transportation funding: freeway widening: poverty and pollution: Department of Transportation**

*Position: Oppose*

AB 1778 would prohibit the use of any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The bill omits specific definitions of what constitutes a freeway widening project as well as how high rates of pollution and poverty would be determined. The impacts of this bill could be widespread, having impacts on both existing and future projects throughout the region by the wholesale elimination of a particular project type without any consideration of potential economic or community benefits that would be realized by a potential project

*AB 1778 was approved 9-3-3 in the Assembly Transportation Committee and is currently on the Suspense File in the Assembly Appropriations Committee.*





**AB 1976 (Santiago, D-) Planning and zoning: housing element compliance: very low and lower income households**

*Position: Oppose*

This bill would allow the California Department of Housing and Community Development (HCD) to complete the rezoning needed to accommodate the required units for very low- and lower-income households in areas that have otherwise not completed the required rezoning by the prescribed deadline in specified areas, including Orange County.

*AB 1976 was held in the Assembly Housing & Community Development Committee.*

**AB 2011 (Wicks, D-Oakland) Affordable Housing and High Road Jobs Act of 2022**

*Position: Oppose*

AB 2011 to establish by-right authority to develop affordable housing in areas currently zoned for office, retail, or parking. The bill would establish two streamlined, ministerial review processes for these projects to proceed – one for 100% low-income projects and one for mixed income projects. It would also require the payment of prevailing wages for all projects as well as establish a requirement for the use of a state-approved apprenticeship program and health care contributions for works on projects with 50 or more housing units. Lastly, local agencies would be prohibited from increasing fees on projects using these streamlined approval provisions.

*AB 2011 was approved 7-1 by the Assembly Housing & Community Development Committee on April 27, 2022. It is currently on the Suspense File in the Assembly Appropriations Committee.*

**AB 2237 (Friedman, D-Glendale) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals**

*Position: Oppose*

AB 2237 would prohibit a regional transportation planning agency (RTPA) or county transportation commission from funding projects in a Regional Transportation Improvement Plan (RTIP) that are not aligned with the State's climate goals or most recent Sustainable Communities Strategy (SCS). The State's climate goals are defined as the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emission reduction strategies required by AB 32 and SB 375. Further, the California Air Resources Board (CARB), in consultation



with the Governor's Office of Planning and Research (OPR), would be given the authority to reallocate funding for projects determined to be inconsistent with the aforementioned goals.

*AB 2237 was approved 8-4-3 by the Assembly Transportation Committee on March 28<sup>th</sup> and approved 7-3-1 by the Assembly Natural Resources Committee on April 25<sup>th</sup>. It is currently on the Suspense File in the Assembly Appropriations Committee.*

**AB 2438 (Friedman, D-Glendale) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards**

*Position: Oppose*

AB 2438 requires that specified state transportation funding programs align with State climate plans and goals. The funding programs impacted by this bill include the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP) and the following SB 1 funding programs: Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program and the Local Streets and Roads Program. The bill also requires that the CTP include an element that considers fiscal constraints in future plans.

*AB 2438 was approved 8-4-3 by the Assembly Transportation Committee on March 28<sup>th</sup>. It is currently on the Suspense File in the Assembly Appropriations Committee.*

**SB 922 (Wiener, D-San Francisco) California Environmental Quality Act: exemptions: transportation-related projects.**

*Position: Support*

Under existing California Environmental Quality Act (CEQA) provisions, bicycle transportation plans for restriping of streets and highways, bicycle parking and storage, signal timing, and signage are exempt from CEQA through January 1, 2030. SB 922 makes these provisions permanent, expands the exemption beyond urbanized areas, and further applies the provisions to an active transportation or pedestrian plan. In addition, feasibility or planning studies for these project types would also be exempt from CEQA.

*SB 922 was approved 24-1-15 by the Senate and is pending in the Assembly.*



**SB 930 (Wiener, D-San Francisco) Housing Accountability Act.**

*Position: Oppose*

SB 930 would allow the California Department of Housing and Community Development (HCD) to review, adopt, amend, and repeal the standards, forms, or definitions associated with implementing the Housing Accountability Act without having to comply with the Administrative Procedures Act.

*SB 930 was approved 31-0-9 by the Senate and is pending in the Assembly.*

Below are the remaining deadlines for the year, as of the writing of this report.

May 20	First House Fiscal Committee Deadline
May 27	Last Day for Bills Introduced in 2022 to Pass their House of Origin
June 15	Budget Deadline
July 1	Second House Policy Committee Deadline
July 1 – Aug 1	Summer Recess
August 12	Second House Fiscal Committee Deadline
August 25	Last Day to Amend Bills
August 31	Last Day to Pass Bills
September 30	Governor's Sign/Veto Deadline
November 30	Adjournment
December 5	2023-2024 Legislative Session Begins

May Revise Overview

On Friday May 13th, Governor Newsom released his May Revise, outlining the Administration's priorities in a historic budget environment. The \$300.7 billion plan that includes a \$277 billion General Fund Budget and a budget surplus of \$97.5 billion. The May Revise also sets aside \$37.1 billion in budgetary reserves, including \$23.3 billion in the Budget Stabilization Account (Rainy Day Fund), \$9.5 billion in the Public School System Stabilization Account, \$900 million in the Safety Net Reserve, and \$3.4 billion in the State's Operating Reserve. The Rainy Day Fund is now at its constitutional maximum, which triggers a requirement to allocate \$476 million to infrastructure investments. The May Revise also proposes supplemental payments of \$3.4 billion in FY 2022-2023 to reduce retirement liabilities and another \$7.6 billion over the next three years.



Key investments in areas of interest described in the May Revise are summarized briefly below.

### *Climate Change*

Building on the \$22.5 billion proposal in January Budget, the May Revise adds investments in the following areas:

- \$8 billion for Energy System Reliability including ratepayer relief, reliability projects, and clean energy investments
- \$5.2 billion to develop a Strategic Electricity Reliability Reserve
- \$970 million to provide residential solar and storage system incentives
- \$553 million for immediate drought support
- \$530 million for drinking water, water supply and reliability, floods
- \$500 million for water storage projects
- \$280 million for habitat and water resilience projects
- \$187 million for agricultural water conservation projects
- \$100 million in matching grants to support carbon removal projects
- \$100 million for the Save Our Water drought outreach campaign
- \$50 million to enable the State Coastal Conservancy to acquire land to build climate resilience and protect natural resources and access
- \$18.3 million to develop a climate monitoring data system

### *Housing and Homelessness*

- Builds on the funding proposed in the January budget over two years to expand access to housing for individuals with complex behavioral health needs and grants to local governments to address encampments. The May Revision proposes the following additional investments:
  - \$150 million for Project HomeKey
  - \$500 million for interim/bridge housing
- \$500 million to accelerate affordable housing production
- \$3 million to provide transitional housing to youth being discharged from the Juvenile Justice System



*Community Assistance, Recovery, and Empowerment (CARE) Court*

The CARE Court would be a civil court dedicated to managing individuals with serious mental health conditions and substance use disorders leading to homelessness or incarceration. Participation for counties would be mandatory and the Court could serve up to 12,000 individuals annually. The CARE Court is designed to be an interim solution before conservatorship and aims to reduce the use of Emergency Rooms and Jails.

- \$64.7 million is proposed to fund state costs for CARE Court. The State is working with counties to determine their funding needs.
  - \$39.5 million to the Judicial Branch to conduct CARE Court hearings and provide resources to self-help centers
  - \$15.2 million for the Department of Health Care Services to provide training, data collection, and evaluation support to counties
  - \$10 million for the Department of Aging for the CARE Court Supporter Program

*Transportation Infrastructure*

- \$1.75 billion for zero-emission vehicles and related infrastructure
- \$750 million to allow transit and rail agencies to provide up to three months of free transit service
- \$500 million for active transportation
- \$400 to eligible owners of a registered vehicle, up to \$800
- 12-month pause on the state sales tax on diesel fuel, expected to reduce revenues to the Public Transportation Account (PTA) by \$327 million in FY 2022-2034 and \$112 million in FY 2023-2024. The May Revise proposes an equivalent transfer from the General Fund to offset this revenue loss.



Orange County Council of Governments

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## Attachment A OCCOG Bills with Positions

**[AB 989](#)**

**(Gabriel D) Housing Accountability Act: appeals: Office of Housing Appeals.**

**Last Amend:** 8/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

**Notes:**

OCCOG - Oppose  
League of California Cities - Oppose  
ACC-OC - Oppose

**[AB 1778](#)**

**(Garcia, Cristina D) State transportation funding: freeway projects: poverty and pollution: Department of Transportation.**

**Last Amend:** 3/24/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.

**Notes:**

OCCOG - Oppose  
OCTA - Oppose  
BIA - Oppose

**[AB 1845](#)**

**(Calderon D) Metropolitan Water District of Southern California: alternative project delivery methods.**

**Last Amend:** 4/4/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes certain entities, including the Department of General Services, the Military Department, the Department of Corrections and Rehabilitation, and specified local agencies, to use the design-build procurement process, as prescribed, for specified public works. This bill would authorize the Metropolitan Water District of Southern California to use the design-build procurement process for certain regional recycled water projects or other water infrastructure projects. The bill would define "design-build" to mean a project delivery process in which both the design and

construction of a project are procured from a single entity. The bill would require the district to use a specified design-build procedure to assign contracts for the design and construction of a project, as defined.

**Notes:**

OCCOG - Support

**AB 1944 (Lee D) Local government: open and public meetings.**

**Last Amend:** 4/18/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Is Fiscal:** N

**Location:** 5/5/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Ralph M. Brown Act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.

**Notes:** OCCOG - Support

ACC-OC - Watch

CALCOG - Support

SCAG - Support

**AB 1976 (Santiago D) Planning and zoning: housing element compliance: very low and lower income households.**

**Last Amend:** 3/17/2022

**Status:** 4/29/2022-Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. & C.D. on 3/17/2022)

**Is Fiscal:** Y

**Location:** 4/29/2022-A. DEAD

Desk	Dead	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region’s existing and projected housing need, and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. If the inventory of sites included in a housing element does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to the allocation of regional housing need, current law requires that the local government rezone sites within specified deadlines. This bill would authorize the department, after notifying the city or county of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline, or to impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of state law or the department decides to refer the violation to the Attorney General.

**Notes:** OCCOG - Oppose

SCAG - Oppose

**AB 2011 (Wicks D) Affordable Housing and High Road Jobs Act of 2022.**

**Last Amend:** 5/11/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 1.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							



**Summary:** The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process and not subject to a conditional use permit if the development satisfies specified objective planning standards. This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified.

**Notes:**

OCCOG - Oppose

**[AB 2237](#) (Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 19). Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission and the state's climate goals, as defined. The bill would require each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects based on adherence to its most recently adopted sustainable communities strategy and the state's climate goals, prioritize funding and implementing projects in the order of prioritization, and submit the prioritized list to the state board and the California Transportation Commission.

**Notes:**

OCCOG - Oppose

OCTA - Oppose

CALCOG - Oppose Unless Amended

**[AB 2438](#) (Friedman D) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.**

**Last Amend:** 3/21/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

**Notes:**

OCCOG - Oppose

BIA - Oppose

OCTA - Oppose

**AB 2449 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Is Fiscal:** N

**Location:** 5/5/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

**Notes:**

OCCOG - Watch

**SB 6 (Caballero D) Local planning: housing: commercial zones.**

**Last Amend:** 8/23/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.

**Notes:**

OCCOG - Oppose  
 ACCOC - Oppose  
 OCBC - Support If Amended  
 SCAG - Watch

**SB 12 (McGuire D) Local government: planning and zoning: wildfires.**

**Last Amend:** 7/1/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

**Notes:**

OCCOG - Oppose Unless Amended  
 BIA - Oppose Unless Amended  
 OCBC - Oppose Unless Amended

**SB 15**

**(Portantino D) Housing development: incentives: rezoning of idle retail sites.**

**Last Amend:** 5/20/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021) (May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature in the Budget Act or other act, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of housing, as defined.

**Notes:**

- OCCOG - Support
- ACCOC - Support
- OCBC - Watch
- SCAG - Support
- League of California Cities - Support

**SB 886**

**(Wiener D) California Environmental Quality Act: exemption: public universities: university housing development projects.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 0.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program. The bill would provide that a university housing development project is not exempt from CEQA if, among other things, the project would require the demolition of specified housing or a historic structure that is listed on a national, state, or local historic register. The bill would require the public university to hold at least one noticed public hearing to hear and respond to public comments before determining that the university housing development project is exempt under the bill's provision. This bill contains other related provisions and other existing laws.

**Notes:**

- OCCOG - Watch

**SB 922**

**(Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.**

**Last Amend:** 5/11/2022

**Status:** 5/16/2022-Read third time. Passed. (Ayes 24. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Is Fiscal:** Y

**Location:** 5/16/2022-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

**Notes:** OCCOG - Support  
 ACCOC - Support  
 OCTA - Support  
 CALCOG - Support

**SB 930 (Wiener D) Housing Accountability Act.**

**Last Amend:** 4/18/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 30. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Is Fiscal:** N

**Location:** 5/9/2022-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or from conditioning approval in a manner that renders the housing development project infeasible for very low, low-, or moderate-income households, unless it makes specified written findings that either (1) the jurisdiction has met its share of the regional housing need or (2) the project would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. This bill would clarify that the above-described prohibitions also apply to a housing development project for extremely low income households.

**Notes:** OCCOG - Oppose  
 ACCOC - Oppose  
 SCAG - Oppose

**SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.**

**Status:** 5/19/2022-Referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

**Notes:** OCCOG - Support  
 CALCOG - Support  
 OCTA Sponsored Bill

**Total Measures: 16**  
**Total Tracking Forms: 16**

## Attachment B OCCOG All Tracked Bills

**[AB 106](#) (Salas D) Regions Rise Grant Program.**

**Last Amend:** 5/3/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was B., P. & E.D. on 6/9/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would establish the Regions Rise Grant Program within the Office of Planning and Research for the purpose of supporting inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define "region" as a geographic area composed of one or more counties and cities that form a functional economy.

**[AB 363](#) (Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

**Last Amend:** 7/5/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 6/28/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.

**[AB 411](#) (Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.**

**Last Amend:** 1/24/2022

**Status:** 5/5/2022-Action rescinded whereby the bill was referred to Com. on M. & V.A.

**Is Fiscal:** Y

**Location:** 5/5/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.

**[AB 482](#) (Ward D) Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.**

**Last Amend:** 3/17/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 9/1/2021) (May be acted upon Jan 2022)

**Is Fiscal:** N

**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered	
1st House				2nd House				Conc.				

**Summary:** The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority’s legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.

**[AB 500](#)**

**(Ward D) Local planning: coastal development: streamlined permitting.**

**Last Amend:** 8/31/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf.	Enrolled	Vetoed	Chaptered	
1st House				2nd House				Conc.				

**Summary:** The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024, an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units, consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.

**Notes:** League of California Cities - Oppose  
ACC-OC - Oppose

**[AB 585](#)**

**(Rivas, Luz D) Climate change: Extreme Heat and Community Resilience Program.**

**Last Amend:** 7/13/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf.	Enrolled	Vetoed	Chaptered	
1st House				2nd House				Conc.				

**Summary:** Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.

**Notes:**  
League of California Cities - Support

**[AB 682](#)**

**(Bloom D) Planning and zoning: density bonuses: cohousing buildings.**

**Last Amend:** 1/13/2022

**Status:** 5/4/2022-Referred to Coms. on HOUSING and GOV. & F.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered	
1st House				2nd House				Conc.				

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income

households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.

**[AB 713](#) (Garcia, Cristina D) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.**

**Last Amend:** 5/24/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.

**[AB 897](#) (Mullin D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.**

**Last Amend:** 7/14/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor’s office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.

**Notes:**

League of California Cities - Support

**[AB 916](#) (Salas D) Zoning: accessory dwelling units: bedroom addition.**

**Last Amend:** 5/11/2022

**Status:** 5/11/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of adding space for additional bedrooms or reconfiguring existing space to increase the bedroom count within an existing house, condominium, apartment, or dwelling. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities.

**Notes:** SCAG - Oppose

**AB 950**

**(Ward D) Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.**

**Last Amend:** 7/13/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021) (May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.

**AB 989**

**(Gabriel D) Housing Accountability Act: appeals: Office of Housing Appeals.**

**Last Amend:** 8/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

**Notes:**

- OCCOG - Oppose
- League of California Cities - Oppose
- ACC-OC - Oppose

**AB 1001**

**(Garcia, Cristina D) Environment: mitigation measures for air quality impacts: environmental justice.**

**Last Amend:** 3/22/2022

**Status:** 5/4/2022-Re-referred to Com. on E.Q.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects.

**Notes:** BIA - Oppose

**AB 1154**

**(Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**

**Last Amend:** 1/12/2022



**Status:** 5/4/2022-Referred to Com. on E.Q.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**[AB 1260](#) (Chen R) California Environmental Quality Act: exemptions: transportation-related projects.**

**Last Amend:** 7/6/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided.

**[AB 1384](#) (Gabriel D) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.**

**Last Amend:** 8/26/2021

**Status:** 4/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 4/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.

**[AB 1395](#) (Muratsuchi D) The California Climate Crisis Act.**

**Last Amend:** 9/3/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.

**[AB 1401](#) (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.**

**Last Amend:** 7/5/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.

**Notes:** League of California Cities - Oppose

**[AB 1445](#) (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.**

**Last Amend:** 1/3/2022

**Status:** 5/4/2022-Referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

**[AB 1551](#) (Santiago D) Planning and zoning: development bonuses: mixed-use projects.**

**Last Amend:** 1/13/2022

**Status:** 5/4/2022-Referred to Coms. on HOUSING and GOV. & F.

**Is Fiscal:** Y

**Location:** 5/4/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.

**[AB 1626](#) (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Status:** 1/11/2022-From printer. May be heard in committee February 10.

**Is Fiscal:** Y

**Location:** 1/10/2022-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Status:** 4/7/2022-Stricken from file.

**Is Fiscal:** Y

**Location:** 4/4/2022-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

**AB 1640 (Ward D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 13. Noes 1.) (May 19). Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.

**AB 1695 (Santiago D) Affordable housing loan and grant programs: adaptive reuse.**

**Last Amend:** 4/18/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable multifamily housing loan and grant program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units.

**Notes:** SCAG - Support

**AB 1738 (Boerner Horvath D) Building standards: installation of electric vehicle charging stations: existing buildings.**

**Last Amend:** 4/25/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Current law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. This bill would recast these provisions to instead require mandatory building standards for the installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment, as defined, to be researched, developed, and proposed for adoption (1) by

the Department of Housing and Community Development for the installation in existing parking facilities serving multifamily dwellings, hotels, and motels and (2) by the commission for the installation in parking facilities serving existing nonresidential buildings, as specified.

**[AB 1749](#) (Garcia, Cristina D) Community emissions reduction programs: toxic air contaminants and criteria air pollutants.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 19). Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the State Air Resources Board, based on the assessment and identification of communities with high cumulative exposure burdens, to select locations around the state for preparation of community emissions reduction programs. Current law requires an air district encompassing any location selected by the state board to adopt, within one year of the state board's selection, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as specified. Current law also requires an air district to submit the community emissions reduction program to the state board for review and approval as prescribed, and to prepare an annual report summarizing the results and actions taken to further reduce emissions pursuant to the community emissions reduction program, among other things. This bill would require the state board to identify in each statewide strategy update measures to reduce criteria air pollutants and toxic air contaminants. The bill would authorize an air district that is required to adopt a community emissions reduction program to take up to one additional year to adopt the program, if the community steering committee agrees. The bill would require an air district that is required to adopt a community emissions reduction program to additionally include in its annual report a summary of updates to the program made to ensure consistency with the statewide strategy.

**Notes:** BIA - Watch

**[AB 1778](#) (Garcia, Cristina D) State transportation funding: freeway projects: poverty and pollution: Department of Transportation.**

**Last Amend:** 3/24/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.

**Notes:**

OCCOG - Oppose

OCTA - Oppose

BIA - Oppose

**[AB 1845](#) (Calderon D) Metropolitan Water District of Southern California: alternative project delivery methods.**

**Last Amend:** 4/4/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes certain entities, including the Department of General Services, the Military Department, the Department of Corrections and Rehabilitation, and specified local agencies, to use the design-build procurement process, as prescribed, for specified public works. This bill would

authorize the Metropolitan Water District of Southern California to use the design-build procurement process for certain regional recycled water projects or other water infrastructure projects. The bill would define "design-build" to mean a project delivery process in which both the design and construction of a project are procured from a single entity. The bill would require the district to use a specified design-build procedure to assign contracts for the design and construction of a project, as defined.

**Notes:**

OCCOG - Support

**AB 1850 (Ward D) Public housing: unrestricted multifamily housing.**

**Last Amend:** 4/25/2022

**Status:** 5/19/2022-In committee: Hearing postponed by committee.

**Is Fiscal:** N

**Location:** 5/11/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless each unit in the development meets specified criteria, including that the aggregate initial rent for all units postconversion is at least 10% less than the average aggregate monthly rent charged for all units over the 12-month period prior to conversion and at least 20% less than the small area fair market rent for at least half of the units. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee or the Department of Housing and Community Development.

**AB 1910 (Garcia, Cristina D) Publicly owned golf courses: conversion: affordable housing.**

**Status:** 5/19/2022-In committee: Held under submission.

**Is Fiscal:** Y

**Location:** 5/11/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, upon appropriation by the Legislature, require the Department of Housing and Community Development to administer a program to provide incentives in the form of grants to local agencies that enter into a development agreement to convert a golf course owned by the local agency into housing and publicly accessible open space, as specified. This bill would require the department to award funding in accordance with the number of affordable units a local agency proposes to construct.

**Notes:** ACC-OC - Watch

SCAG - Support

**AB 1938 (Friedman D) Transit and Intercity Rail Recovery Task Force.**

**Last Amend:** 3/7/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 16. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

**AB 1944 (Lee D) Local government: open and public meetings.**

**Last Amend:** 4/18/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Is Fiscal:** N

**Location:** 5/5/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Ralph M. Brown Act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member

that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.

**Notes:** OCCOG - Support  
 ACC-OC - Watch  
 CALCOG - Support  
 SCAG - Support

**AB 1976 (Santiago D) Planning and zoning: housing element compliance: very low and lower income households.**

**Last Amend:** 3/17/2022

**Status:** 4/29/2022-Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. & C.D. on 3/17/2022)

**Is Fiscal:** Y

**Location:** 4/29/2022-A. DEAD

Desk	Dead	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. If the inventory of sites included in a housing element does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to the allocation of regional housing need, current law requires that the local government rezone sites within specified deadlines. This bill would authorize the department, after notifying the city or county of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline, or to impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of state law or the department decides to refer the violation to the Attorney General.

**Notes:** OCCOG - Oppose  
 SCAG - Oppose

**AB 2011 (Wicks D) Affordable Housing and High Road Jobs Act of 2022.**

**Last Amend:** 5/11/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 1.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process and not subject to a conditional use permit if the development satisfies specified objective planning standards. This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified.

**Notes:**  
 OCCOG - Oppose

**AB 2053 (Lee D) The Social Housing Act.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 19).  
Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority is bound to revenue neutrality, as defined, and would require the authority to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined. The bill would require the authority to prioritize the development of specified property, including vacant parcels and parcels near transit, and would prescribe a process for the annual determination of required social housing units.

**Notes:** SCAG - Oppose

**[AB 2063](#) (Berman D) Density bonuses: affordable housing impact fees.**

**Last Amend:** 4/21/2022

**Status:** 4/25/2022-Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/20/2022-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's density bonus units, unless the city, county, or city and county has adopted a local density bonus ordinance or established a local housing program on or before January 1, 2022, that allows for a density bonus of at least 50% for any for-sale or rental housing development containing restricted affordable units that dedicates a specified percentage of units for extremely low, very low, low-, or moderate-income households. By imposing new restrictions on the ability of a local government to impose affordable housing impact fees, the bill would impose a state-mandated local program.

**[AB 2094](#) (Rivas, Robert D) General plan: annual report: extremely low-income housing.**

**Status:** 5/18/2022-Referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 5/18/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.

**[AB 2097](#) (Friedman D) Residential and commercial development: parking requirements.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-Assembly Rule 63 suspended. Read third time and amended. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/12/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would prohibit a public agency from imposing a minimum automobile parking requirement,

or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023.

**AB 2120 (Ward D) Transportation finance: federal funding: bridges.**

**Last Amend:** 3/21/2022

**Status:** 5/19/2022-In committee: Held under submission.

**Is Fiscal:** Y

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. Current law requires the California Transportation Commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, to follow federal design standards, except as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal funds instead under the federal Highway Infrastructure Program.

**AB 2211 (Ting D) Shelter crisis: homeless shelters.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. In committee: Held under submission.

**Is Fiscal:** Y

**Location:** 5/18/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Upon declaration of a shelter crisis, current law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety to the extent that strict compliance would in any way prevent, hinder, or delay the mitigation of the effects of the shelter crisis. Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for people experiencing homelessness that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would extend the repeal date of these provisions to January 1, 2030.

**AB 2217 (Reyes D) CalHome Program: grant allocation.**

**Last Amend:** 3/28/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 12. Noes 3.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the CalHome Program, administered by the Department of Housing and Community Development, to support existing home ownership programs aimed at lower and very low income households, among other purposes. Under the CalHome program, the department issues grants and loans to local public agencies and nonprofit corporations for specified purposes, including



the construction of home ownership units. This bill would require the department to consider setting higher per-unit and total project allocations based on local development costs when appropriate.

**AB 2218 (Quirk-Silva D) California Environmental Quality Act: standing: proposed infill housing projects.**

**Last Amend:** 3/9/2022

**Status:** 3/17/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

**Is Fiscal:** N

**Location:** 3/17/2022-A. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) establishes procedures applicable to an action or proceeding brought to challenge a public agency’s action on the grounds of noncompliance with CEQA. This bill would provide that a person does not have standing to bring an action or proceeding to attack, review, set aside, void, or annul acts or decisions of a public agency undertaken to implement a project involving the development of housing at an infill site, unless the person resides within 20 miles of the project.

**Notes:** SCAG - Support

**AB 2233 (Quirk-Silva D) Excess state land: development of affordable housing.**

**Last Amend:** 4/21/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 13. Noes 3.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Department of General Services (DGS) in the Government Operations Agency for purposes of, among other things, planning, acquiring, constructing, and maintaining state buildings and property. Under current law, by executive order, the DGS was required to, among other things, create a digitized inventory of all excess state land, create screening tools for prioritizing affordable housing development on excess state land, and issue requests for proposals for and select affordable housing developments on excess state land, as described. This bill would require the DGS to develop, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. The bill would also require, on or before July 1, 2024, and every 4 years thereafter, the DGS to, among other things, conduct a review of all state-owned property and identify state-owned parcels that are potentially viable for affordable housing based on those criteria. The bill would require the DGS to create, no later than April 30, 2024, a digitized inventory of all excess state land, as defined, by, among other things, conducting a comprehensive survey of all state-owned property.

**AB 2234 (Rivas, Robert D) Planning and zoning: housing: postentitlement phase permits.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low, or moderate-income households and projects for emergency shelters, that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions. This bill would require a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, as defined, to post an example of an ideal application and an example of an ideal complete set of postentitlement phase permits for the \_\_\_ most common housing development projects in the jurisdiction, and to make those items available to all applicants for these permits no later than January 1, 2024. The bill would define "local agency" for these purposes to mean a city, county, or city and county. No later than January 1, 2024, except as specified, the bill would require a local agency to require permits to be applied for, completed, and stored through a process on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established.

**AB 2237**

**(Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.**

Last Amend: 5/19/2022

Status: 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 19). Read second time and amended. Ordered returned to second reading.

Is Fiscal: Y

Location: 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission and the state’s climate goals, as defined. The bill would require each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects based on adherence to its most recently adopted sustainable communities strategy and the state’s climate goals, prioritize funding and implementing projects in the order of prioritization, and submit the prioritized list to the state board and the California Transportation Commission.

**Notes:**

- OCCOG - Oppose
- OCTA - Oppose
- CALCOG - Oppose Unless Amended

**AB 2325**

**(Rivas, Luz D) Coordinated homelessness response: Office of the Interagency Council on Homelessness.**

Last Amend: 4/25/2022

Status: 5/19/2022-Joint Rule 62(a), file notice suspended. In committee: Held under submission.

Is Fiscal: Y

Location: 5/18/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Governor to establish the California Interagency Council on Homelessness, formerly known as the Homeless Coordinating and Financing Council, and to appoint specified members of that coordinating council. Current law requires agencies and departments administering state programs created on or after July 1, 2017, to collaborate with the council to adopt guidelines and regulations to incorporate core components of Housing First, as defined. Current law establishes the goals of the council, which include identifying mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services, and Housing Agency, and staffed by employees of that agency. This bill would place the California Interagency Council on Homelessness under the jurisdiction of the Office of the Interagency Council on Homelessness, which the bill would establish within the Governor’s office, under the control of a director, on or before September 30, 2023.

**AB 2334**

**(Wicks D) Density Bonus Law: affordability: incentives or concessions in very low vehicle travel areas: parking standards: definitions.**

Last Amend: 5/2/2022

Status: 5/19/2022-Read second time. Ordered to third reading.

Is Fiscal: Y

Location: 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the

applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Current law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.

**[AB 2339](#) (Bloom D) Housing element: emergency shelters: regional housing need.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards.

**Notes:** SCAG - Oppose

**[AB 2387](#) (Garcia, Eduardo D) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.**

**Last Amend:** 3/21/2022

**Status:** 5/19/2022-In committee: Held under submission.

**Is Fiscal:** Y

**Location:** 5/11/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

**[AB 2419](#) (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 4.) (May 19). Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Current law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize

investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided.

**[AB 2438](#) (Friedman D) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.**

**Last Amend:** 3/21/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

**Notes:**

- OCCOG - Oppose
- BIA - Oppose
- OCTA - Oppose
- CALCOG - Oppose Unless Amended

**[AB 2449](#) (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Is Fiscal:** N

**Location:** 5/5/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

**Notes:**

- OCCOG - Watch

**[AB 2451](#) (Wood D) State Water Resources Control Board: drought planning.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Amend, and do pass as amended. (Ayes 12. Noes 3.) (May 19). Read second time and amended. Ordered returned to second reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the State Water Resources Control Board to establish a Drought Section within the Division of Water Rights, as specified. The bill would require the state board, in consultation with the Department of Fish and Wildlife, to adopt principles and guidelines for diversion and use of water in coastal watersheds, as specified, during times of water shortage for drought preparedness and climate resiliency. The bill would require that the principles and guidelines provide for the development of watershed-level contingency plans to support public trust uses, public health and safety, and the human right to water in times of water shortage, among other things. The bill also would require the state board, prior to adopting those principles and guidelines, to allow for public

comment and hearing, as provided. The bill would require the state board to adopt those principles and guidelines no later than March 31, 2024.

**[AB 2560](#) (Bonta, Mia D) Housing: blighted and tax defaulted property.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, until January 1, 2028, require the Counties of Alameda and Contra Costa, and any city within those counties, to develop and execute a plan to, among other things, identify blighted properties, as defined, through code enforcement, nuisance abatement, and tax delinquency. This bill contains other related provisions and other existing laws.

**[AB 2647](#) (Levine D) Local government: open meetings.**

**Last Amend:** 4/19/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Is Fiscal:** N

**Location:** 5/12/2022-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

**[AB 2649](#) (Garcia, Cristina D) Natural Carbon Sequestration and Resilience Act of 2022.**

**Last Amend:** 5/3/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would declare the policy of the state to achieve a goal of removing at least 60,000,000 metric tons of carbon dioxide equivalent annually on or before December 31, 2030, and 75,000,000 metric tons of carbon dioxide equivalent annually on or before December 31, 2035, through the implementation of natural carbon sequestration actions and programs on natural, working, and urban lands. The bill would require, on or before July 1, 2023, the Natural Resources Agency, in coordination with its departments, the State Air Resources Board, and the department, to refine existing and establish new natural carbon sequestration pathways and strategies to guide specified agencies in developing and implementing programs to help the state achieve this goal. The bill would also require those and other designated agencies to expand existing and establish new natural carbon sequestration programs, as specified.

**[AB 2653](#) (Santiago D) Planning and Zoning Law: housing elements.**

**Last Amend:** 4/25/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 12. Noes 4.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to the Department of Housing and Community Development by April 1 of each year that includes, among other information, a housing element portion that includes, as provided, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints on the maintenance, improvement, and development of housing, as specified. This bill would authorize the Department of Housing and Community Development to reject the housing element portion of an annual report if the report is not in substantial compliance with these requirements. If the department rejects the housing element portion of an annual report, the bill would require the department to provide the reasons for the rejection in writing, as specified.

**AB 2656 (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.**

**Last Amend:** 4/18/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 16. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

**Notes:**

BIA - Support

**AB 2668 (Grayson D) Planning and zoning: housing: streamlined, ministerial approval.**

**Last Amend:** 3/31/2022

**Status:** 5/17/2022-In Senate. Read first time. To Com. on RLS. for assignment.

**Is Fiscal:** N

**Location:** 5/17/2022-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would prohibit a local government from determining that a development, including an application for a modification, is in conflict with the objective planning standards on the basis that application materials are not included, if the application contains substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

**AB 2700 (McCarty D) Transportation electrification: electrical distribution grid upgrades.**

**Last Amend:** 4/27/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 12. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the State Air Resources Board to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to incorporate fleet data produced by the State Air Resources Board pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging, as specified.

**AB 2705 (Quirk-Silva D) Housing: fire safety standards.**

**Last Amend:** 4/21/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. From committee: Do pass. (Ayes 16. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.

**Notes:** BIA - Sponsor

**AB 2755 (Muratsuchi D) Homelessness data reporting.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-Joint Rule 62(a), file notice suspended. In committee: Held under submission.

**Is Fiscal:** Y

**Location:** 5/18/2022-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the California Interagency Council on Homelessness to oversee the implementation of Housing First guidelines and regulations, and, among other things, identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires the council to create a data system, known as the Homeless Data Integration System, to collect local data through Homeless Management Information Systems with the ultimate goal of matching data on homelessness to programs impacting homeless recipients of state programs. Under existing law, a public agency shall not disclose any personal information in a manner that would link the information disclosed to the individual to whom it pertains except under specific circumstances. Current law also exempts health information and personally identifying information in the Homeless Data Integration System from public inspection or disclosure under the California Public Records Act. This bill would require the council, on or before July 1, 2023, to make data in the Homeless Data Integration System that is not exempt from public inspection or disclosure under state or federal law publicly available through specified means.

**ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Status:** 4/22/2021-Referred to Coms. on L. GOV. and APPR.

**Is Fiscal:** N

**Location:** 4/22/2021-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**Notes:**  
 ACCOC - Watch  
 SCAG - Support  
 OCBC - Oppose

**SB 6 (Caballero D) Local planning: housing: commercial zones.**

**Last Amend:** 8/23/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.

**Notes:**  
 OCCOG - Oppose  
 ACCOC - Oppose  
 OCBC - Support If Amended  
 SCAG - Watch

**SB 12 (McGuire D) Local government: planning and zoning: wildfires.**

**Last Amend:** 7/1/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

**Notes:**  
 OCCOG - Oppose Unless Amended  
 BIA - Oppose Unless Amended  
 OCBC - Oppose Unless Amended

**SB 15 (Portantino D) Housing development: incentives: rezoning of idle retail sites.**

**Last Amend:** 5/20/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021) (May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 7/14/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature in the Budget Act or other act, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of housing, as defined.



**Notes:**  
 OCCOG - Support  
 ACCOC - Support  
 OCBC - Watch  
 SCAG - Support  
 League of California Cities - Support

**SB 99**

**(Dodd D) Community Energy Resilience Act of 2021.**

**Last Amend:** 7/5/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 8/27/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.

**Notes:** League of California Cities - Support

**SB 581**

**(Atkins D) General plan.**

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 7/1/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.

**SB 649**

**(Cortese D) Local governments: affordable housing: local tenant preference.**

**Last Amend:** 4/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 6/17/2021) (May be acted upon Jan 2022)

**Is Fiscal:** N

**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.

**SB 726**

**(Gonzalez D) Alternative fuel and vehicle technologies: sustainable transportation.**

**Last Amend:** 8/30/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/7/2021)(May be acted upon Jan 2022)

**Is Fiscal:** Y

**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California’s fuel and vehicle types to help reduce criteria air pollutants and air toxics.

**SB 833 (Dodd D) Community Energy Resilience Act of 2022.**

**Last Amend:** 3/21/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 7. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law assigns the State Energy Resources Conservation and Development Commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans that help achieve energy resilience objectives and state clean energy and air quality goals.

**SB 852 (Dodd D) Climate resilience districts: formation: funding mechanisms.**

**Last Amend:** 5/18/2022

**Status:** 5/19/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.

**SB 867 (Laird D) Sea level rise planning: database.**

**Status:** 5/5/2022-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 5/5/2022-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to,

sea level rise. Current law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.

**[SB 886](#) (Wiener D) California Environmental Quality Act: exemption: public universities: university housing development projects.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 0.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program. The bill would provide that a university housing development project is not exempt from CEQA if, among other things, the project would require the demolition of specified housing or a historic structure that is listed on a national, state, or local historic register. The bill would require the public university to hold at least one noticed public hearing to hear and respond to public comments before determining that the university housing development project is exempt under the bill's provision. This bill contains other related provisions and other existing laws.

**Notes:**

OCCOG - Watch

**[SB 897](#) (Wieckowski D) Accessory dwelling units: junior accessory dwelling units.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 2.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** (1) Existing law, the Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Existing law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified. 1/2 11/2 2 1/211/221/211/22 This bill contains other related provisions and other existing laws.

**[SB 922](#) (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.**

**Last Amend:** 5/11/2022

**Status:** 5/16/2022-Read third time. Passed. (Ayes 24. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Is Fiscal:** Y

**Location:** 5/16/2022-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

**Notes:** OCCOG - Support  
 ACCOC - Support  
 OCTA - Support  
 CALCOG - Support

**[SB 930](#) (Wiener D) Housing Accountability Act.**

**Last Amend:** 4/18/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 30. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Is Fiscal:** N

**Location:** 5/9/2022-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or from conditioning approval in a manner that renders the housing development project infeasible for very low, low-, or moderate-income households, unless it makes specified written findings that either (1) the jurisdiction has met its share of the regional housing need or (2) the project would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. This bill would clarify that the above-described prohibitions also apply to a housing development project for extremely low income households.

**Notes:** OCCOG - Oppose  
 ACCOC - Oppose  
 SCAG - Oppose

**[SB 932](#) (Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.**

**Last Amend:** 5/4/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 2.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.

**[SB 942](#) (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.**

**Status:** 5/19/2022-Referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as

specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

**Notes:** OCCOG - Support  
CALCOG - Support  
OCTA Sponsored Bill

**[SB 989](#) (Hertzberg D) Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.**

**Last Amend:** 4/18/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 2.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program, to be administered by the Strategic Growth Council, and would require the council to fund grants to develop and implement multibenefit, community-level, climate-beneficial projects to support community and landscape resiliency and workforce development. The bill would require the council to award competitive grants to eligible entities, as defined, through an application process, as provided. The bill would require the council, on or before July 1, 2023, to develop guidelines to implement the program and criteria to select projects eligible for grant funding that include, at a minimum, specified information related to community resiliency grants, landscape resiliency grants, and climate and career pathways grants.

**[SB 991](#) (Newman D) Public contracts: progressive design-build: local agencies.**

**Last Amend:** 3/22/2022

**Status:** 5/19/2022-Referred to Com. on L. GOV.

**Is Fiscal:** Y

**Location:** 5/19/2022-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would, until January 1, 2029, authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for public works projects in excess of \$5,000,000, similar to the progressive design-build process authorized for use by the Director of General Services. The bill would require a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. The bill would require the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury.

**[SB 1020](#) (Laird D) Clean Energy, Jobs, and Affordability Act of 2022.**

**Last Amend:** 5/4/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 2.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to air pollutants, including communities with minority populations, communities with low-income populations, or both. This bill instead would modify, with respect to the provision that a portion of the workshops be conducted in regions of the state that have the most significant exposure to air pollutants, the above-described included communities as additionally being areas designated as federal extreme nonattainment.

**[SB 1036](#) (Newman D) California Conservation Corps: California Ocean Corps Program.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 7. Noes 0.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law establishes in the Natural Resources Agency the California Conservation Corps and requires the corps to implement and administer the conservation corps program. Existing law requires the director of the corps to establish a forestry corps program to accomplish specified objectives related to forest health. This bill would require the director to establish and administer the California Ocean Corps Program to provide competitive grants to certified local conservation corps located in coastal communities in order to provide opportunities for young people to complete workforce preparation, training, and education programs, and, ultimately, to obtain employment, or continue education, in ocean and coastal conservation or related fields, as provided. The bill would require the director to develop and adopt program guidelines before awarding any grants, as provided. The bill would require the director to develop performance measures and accountability controls to track progress and outcomes of all grants. The bill would require the director, on or before January 1, 2026, to report these outcomes to the appropriate fiscal and policy committees of the Legislature. The bill would make these provisions contingent upon an appropriation by the Legislature in the annual Budget Act or another statute. The bill would repeal these provisions on January 1, 2027. education education education This bill contains other related provisions and other existing laws.

**SB 1049 (Dodd D) Transportation Resilience Program.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 7. Noes 0.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria. This bill contains other related provisions and other existing laws.

**SB 1067 (Portantino D) Housing development projects: automobile parking requirements.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 2.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Existing law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking. This bill would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government demonstrates to the

developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development either dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities or contains fewer than 20 housing units. By changing the duties of local planning officials, this bill would impose a state-mandated local program.1/211/221/211/22 This bill contains other related provisions and other existing laws.

**Notes:** SCAG - Oppose

**SB 1078 (Allen D) Sea Level Rise Revolving Loan Pilot Program.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 1.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state's coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions and other existing laws.

**SB 1100 (Cortese D) Open meetings: orderly conduct.**

**Last Amend:** 4/21/2022

**Status:** 5/5/2022-Referred to Coms. on L. GOV. and JUD.

**Is Fiscal:** N

**Location:** 5/5/2022-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.

**SB 1118 (Borgeas R) California Environmental Quality Act: judicial relief.**

**Last Amend:** 5/5/2022

**Status:** 5/19/2022-May 19 hearing: Held in committee and under submission.

**Is Fiscal:** N

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes a court, in an action or proceeding brought challenging the determination, finding, or decision of a public agency, to grant relief on the ground of noncompliance with CEQA. This bill would state the intent of the Legislature that, in undertaking judicial review under CEQA, insubstantial or merely technical omissions are not grounds for relief and that an omission in an environmental impact report's significant impacts analysis is prejudicial if it deprived the public and decisionmakers of substantial relevant information about the project's likely adverse impacts.

**[SB 1121](#) (Gonzalez D) State and local transportation system: needs assessment.**

**Last Amend:** 4/6/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 6. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

**[SB 1156](#) (Grove R) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.**

**Status:** 5/4/2022-May 4 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.

**Is Fiscal:** Y

**Location:** 3/17/2022-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.

**[SB 1196](#) (Umberg D) State Transit Assistance Program: eligibility: Anaheim Transportation Network.**

**Last Amend:** 4/18/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 6. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. This bill would, for purposes of the STA program funds allocated based on transit operator revenues, expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council.

**[SB 1197](#) (Caballero D) Water Innovation and Drought Resiliency Act of 2022.**

**Last Amend:** 3/16/2022



**Status:** 5/19/2022-May 19 hearing: Held in committee and under submission.

**Is Fiscal:** Y

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law declares that the protection of the public interest in the development of the water resources of the state is of vital concern to the people of the state and that the state shall determine in what way the water of the state, both surface and underground, should be developed for the greatest public benefit. Current law creates the Office of Planning and Research to serve the Governor as staff for long-range planning and research and as a comprehensive state planning agency. This bill, the Water Innovation and Drought Resiliency Act of 2022, would create the Initiative to Advance Water Innovation and Drought Resiliency at the office for the furtherance of new technologies and other innovative approaches in the water sector. The bill would require the office, as part of the initiative, to take specified measures on or before December 31, 2024, to advance innovation in the water sector and ensure a drought-resilient economy.

**[SB 1205](#) (Allen D) Water rights: appropriation.**

**Last Amend:** 4/27/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 7. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the State Water Resources Control Board to develop and adopt regulations to provide greater specificity as to the methods and practices for determining water availability in the issuance and administration of water right permits and licenses, including consideration of the effects of climate change, as specified, upon watershed hydrology as part of the preparation of water availability analyses. The bill would require the board to consult with the Department of Water Resources, the Department of Fish and Wildlife, and qualified hydrologists and climate change scientists, among others, in preparing the regulations.

**[SB 1217](#) (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.**

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 2.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

**Notes:** BIA - Watch

**[SB 1219](#) (Hurtado D) 21st century water laws and agencies: committee.**

**Last Amend:** 4/6/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 6. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would require the Secretary of the Natural Resources Agency and the Secretary for Environmental Protection to convene a committee to develop and submit, on or before December 31, 2024, to the Governor and to the Legislature a strategic vision, proposed statutes, and recommendations for a modern 21st century set of water laws and regulations and state and local water agencies for the state, as provided. The committee would consist of 5 specified heads of state agencies, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly. The bill would require the Governor or the committee to appoint a "blue ribbon" citizen commission or taskforce, a stakeholder advisory committee, and any other group that

the Governor or the committee deems necessary or desirable to assist in carrying out these provisions. The bill would require all relevant state agencies, at the request of the committee, to make available staff and resources to assist in the preparation of the strategic vision and proposed statutes.

**SB 1230 (Limón D) Zero-emission and near-zero-emission vehicle incentive programs: requirements.**

**Last Amend:** 5/19/2022

**Status:** 5/19/2022-From committee: Do pass as amended. (Ayes 5. Noes 1.) (May 19). Read second time and amended. Ordered to second reading. (Amended Text Released 5/20/2022)

**Is Fiscal:** Y

**Location:** 5/19/2022-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under existing law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would, on or before July 1, 2023, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs. The bill would also authorize the state board to limit the combined total amount of incentives provided under these programs, as specified. This bill contains other related provisions and other existing laws.

**SB 1252 (Committee on Housing) Housing.**

**Last Amend:** 4/6/2022

**Status:** 5/10/2022-Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/10/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The Housing Accountability Act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. Current law specifies the act does not prohibit a housing development project that is an affordable housing project from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted if the project has not commenced construction within 3.5 years. Current law defines "affordable housing project" for purposes of those provisions to mean a housing development in which units within the development are subject to a recorded affordability restriction for at least 55 years, among other things. This bill would instead require units within the development to be subject to a recorded affordability restriction for at least 55 years for rental housing and 45 years for owner-occupied housing.

**SB 1391 (Kamlager D) greenhouse gases: market-based compliance mechanisms: linkages to the state.**

**Last Amend:** 3/17/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 2.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law prohibits a state agency from linking, as defined, a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would additionally

prohibit a state agency from linking a market-based compliance mechanism with any other state, province, or country unless all of the following conditions are met: (1) the state agency has completed one or more formal regulatory processes within the last 3 years to review the state's market-based mechanisms, as provided, (2) the state agency publicly consulted with the Independent Emissions Market Advisory Committee as part of that process, and (3) if the market-based compliance mechanism proposed for linking has issued or is authorized to issue an offset credit that can be used for compliance purposes, then the market-based compliance mechanism includes a provision that automatically reduces the number of emissions allowances it makes available for compliance purposes, as provided.

**SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.**

**Last Amend:** 5/2/2022

**Status:** 5/19/2022-From committee: Do pass. (Ayes 5. Noes 0.) (May 19). Read second time. Ordered to third reading.

**Is Fiscal:** Y

**Location:** 5/19/2022-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.

**Notes:** BIA - Sponsor  
SCAG - Support

**SCA 2 (Allen D) Public housing projects.**

**Status:** 5/11/2022-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (May 11). Re-referred to Com. on APPR. Coauthors revised.

**Is Fiscal:** N

**Location:** 5/11/2022-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.

**Notes:** SCAG - Support  
ACCOC - Oppose

**SCA 9 (Gonzalez D) Personal rights: right to housing.**

**Status:** 3/23/2022-Referred to Coms. on HOUSING and E. & C.A.

**Is Fiscal:** Y

**Location:** 3/23/2022-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe.

**Total Measures: 101**  
**Total Tracking Forms: 101**